THE BEST SELLING AIRCRAFT MODELLING MAGAZINE!

Scale AVIATION Modeller International

SCALE AVIATION MODELLER

Tiny Tiffie!

SPAD VII

by Richard J. Caruana

Washi

A Japanese Eagle

Plus Pair of F-94s
Eagle's Wings Diorama - Pt.5
Photo Album – Typhoon Mk Ib

Volume 6 Issue 11 November 2000 £2.95

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If you have a question or query you wish to raise with any of the contributors to this magazine, they should be made IN WRITING to the SAM Publications address, to that the Editor and one of the contributors are at SAM Publications on a daily basis and the Editor asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at SAM Publications do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries. If you are outside a reply. Thank you.

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Editorial

Volume 6 Issue 11

Scale AVIATION Modeller International

Well, by the time you read this most of you will be getting over the IPMS/UK Modelworld 2000 event. With the passing of the event we all start to think about the arrival of winter, and of course that does mean that our model making activities increase. The shortage of daylight during the winter months makes it ideal for working in the model room. You don't feel too bad about not doing any gardening, and of course, there is no point in doing DIY in the winter! Most manufacturers have either finished their 2000 release/reissue programme, or are into the final quarter of it. For the modeller though there is still lots to be getting on with. My modelling of late has suffered from two factors. The first is a return to my 'true love', namely motorcycles, as after twelve years away I am back (sometimes!) on two wheels once again. The other has been a series of disasters in the modelling area. I won't go into detail, but suffice to say that I have nearly (oh, so nearly) thrown a few projects at the wall on a number of occasions. I am not sure if it is because I am pressurising myself to complete the work, or to do it to a standard that I can't achieve, or if I have just lost the right approach to the hobby. I think it is a combination of all these factors and I am sure many of you will have reached this stage during the past twelve months. I actually found the best way around it was to undertake the construction of a type I really wanted, and I must admit it was mainstream injection moulded plastic. All right, I still filled it with etched brass and resin goodies, but I think that the intensive preparation work on some of the other subjects I have been working on of late was one of the main reasons I had lost enthusiasm. I can see why some of you like making injected kits, although I don't understand why some of you only choose to ever work in this medium, but if you want a 'quick fix' this is probably the only route to follow. So what is the point of this editorial; I didn't know it had a 'point'! Basically I think that all too often modellers are put off after a bad experience when they change the mediums that they work with and all too often this puts them off for good. This is a shame, as everything takes practice, and although I often feel like giving up for good, I usually just stop for a few weeks and eventually the urge draws me back into the modelling room. So, if you are feeling a bit down on your hobby of late, either stand back for a while, or consider going 'backwards' and undertaking a straight-from-the-box build of a subject you like.

My final point this month is in regard to 1/72nd scale. Some comments have been made about the lack of coverage of this scale, and although some have claimed that it is because of my move to 1/48th scale, I am afraid that an Editor just plans and puts the contents together each month. Unless I have contributions in 1/72nd scale, there is no way I can create them out of thin air. So if there are any budding authors out there who work in 1/72nd scale and would like to contribute to this magazine, please drop me a line, as I would love to hear from you.

Richard A. Franks
Editor

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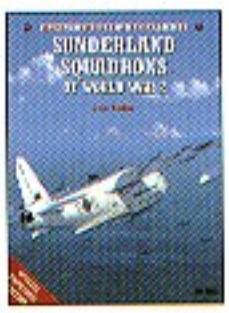

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899... Diorama - Pt.5
Nick J. Wigman continues his series dealing with the whole subject of dioramas for your models

900... Washi - A Japanese Eagle
David Francis is working in 1/32nd scale once more, this time making the J version of the Tamiya F-15 kit

News Update

Revell®

1/72nd

New in this scale is the round-the-world Junkers Ju 52 'IWC 2000' (#4250), which is £19.99.

Unicraft

1/72nd

The most recent kit from Unicraft is the Focke-Wulf Fw.P.127. We have no idea of the UK price as yet, but Hannants stock the range.

1/48th

The next release in this scale will be a conversion for the Ar 234P 'AWACS' designed for use with the Hobbycraft Ar 234 kit.

Erratum

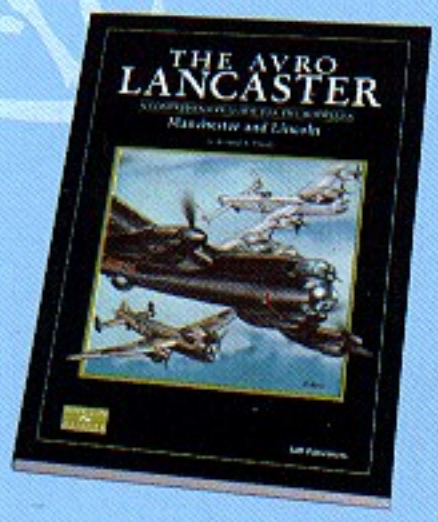
The price of Arba's new resin Westland Wendover conversion set was incorrectly priced at £19.95 in last month's SAMI.

It retails at £29.95, though for a limited period it will be available at £23.95 retail.

Scale Aviation Modeller International

New from SAM Publications

Modellers Datafile 4



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Tamiya

1/72nd

Available in the UK during late September were the new kits of the North American P-51D Mustang (#60749) and Messerschmitt Bf 109E-3 (#60750) in this scale. Both of these are £9.99 each. These will be followed by the F4U-1D Corsair (#60752), Focke Wulf Fw 190D-9 (#60751) and Spitfire Mk I (#60748), all of which were released in Japan recently at ¥1000. Also due to join the series are the F-51D Mustang (#60754/¥1000) in October, Messerschmitt Bf 109E-4/7 (#60755/¥1000) in November and the Supermarine Spitfire Mk Vb Trop (#60756/¥1200) in December.

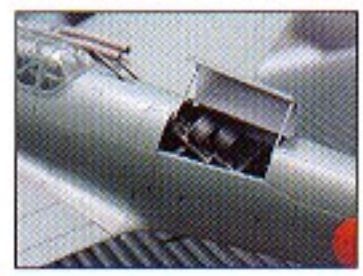
The other item due for release in Japan during October is the B Mk IV/PR Mk IV version of the D.H. Mosquito (#60753).

1/48th

The latest version of the Mosquito, in the form of the NF Mk XIII/XVII (#61075/¥2800), should be out in Japan by the time you read these words.

Due in Japan during November will be the two-seat version of the Dornier Do 335A (#61076/¥3000), while in December the F-84GS in 'Thunderbirds' markings (#61077/¥2600) will be released.

The biggest news from Tamiya, was their announcement at the recent Tokyo Toy Fair that they are about to release an all-new tooling of the Nakajima J1N1 Gekko. There are no confirmed details of price or release date as yet, but we will keep you posted. It seems as if Tamiya are slowly working through all the aircraft types held by NASM (the Seiran, He 219 and now Gekko), so one can only hope they will look at things like the Ju 388!



1/32nd

After all the fuss about the new Zero in this scale, release dates of March 2001 are now being quoted for it. The kit (#60309) is listed with a Japanese price of ¥6200, while the Motor & Light set to go with it is going to be ¥1500.

Eduard

1/72nd

The most recent kit in this scale is the Albatros D.V (#7218), which is £3.99.

1/48th

New in this scale is the Pfalz D.IIIa 'Early Version' (#4846) which is £8.30.

MPM

1/72nd

The next kit due in this scale from MPM will be the Northrop X-4 Bantam (#72093).

Classic Airframe

1/48th

The Bristol Blenheim Mk IV (#436) is now available in the UK and it is £34.95.

Interavia

1/72nd

A new injected kit of the Roland D.VIA/B (#7205) is now available in the UK from this manufacturer and it is £5.99.

Hasegawa

1/200th

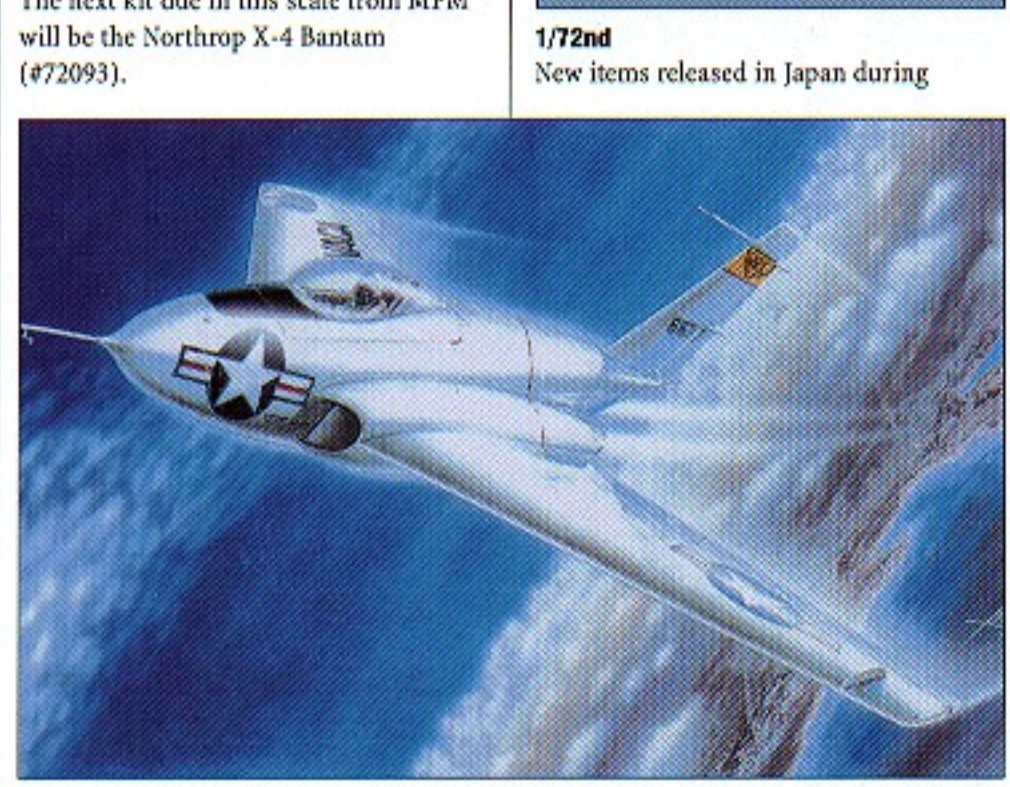
Due for release in Japan during September was the Boeing 747-400 'United Airlines' (#10625/¥1800).

Due for release in Japan during October was the C-130 Hercules '317th Transport Group' (#10628/¥1400).

Due for release in Japan in December is the Kawasaki C-1 with F-15J Radome (#10629/¥1400), Airbus A320 'Air Nippon' (#10630/¥1200) and C-47 Skytrain 'Search & Rescue' (#10631/¥1200).

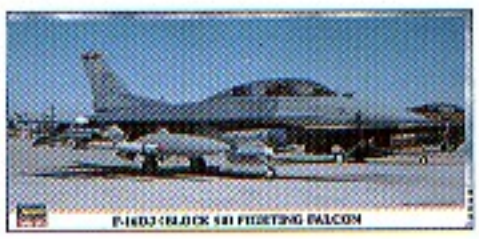
1/72nd

New items released in Japan during



News Update

September included the Me 262 (V186) 'Heinz Bär' (#00099/¥1600), Mirage F.1C 'Normandy-Niemen' (#00123/¥1200) and F-16DJ Block 50 (#00125/¥1000).
Due for release in Japan during October were the Bristol Beaufighter Mk X with Drop Tank (#00128/¥2400) and F-102A Delta Dagger 'US Far East AF' (#00129/¥1400).



New items for November in Japan will be the F-4B/N Phantom II 'Screaming Eagles' (#00151/¥2200), Mitsubishi Ki-109 Interceptor with 75mm Gun (#00153), P2V-7 Neptune VSA (#00154/¥3400), KA-3B Skywarrior 'Naval Missile Centre' (#00155/¥3400), S-3A Viking 'Bicentennial' (#00156/¥1600), Mitsubishi T-2 'CCV' (#00157/¥1400) and F-4E Phantom II '5000th Built' (#00158/¥2200). Not surprisingly another version of the Ki-46 Dinah is due from Hasegawa. This will be the interceptor version (#00152/¥2000) which is listed with a November release date in Japan.

Due in Japan during December are the Mosquito Mk VI 'Asia Front' (#00159/¥2000), F9F-8 Cougar 'VFA-113 Stringers' (#00160/¥1200), F-100D Super Sabre '20th Tactical Group' (#00161/¥1200) and F-104G Starfighter 'Vikings' (#00162/¥1400).

1/48th

Quite a number of new products were announced at the recent Tokyo Toy Fair, including the B5N2 Kate (#JT76/¥2600) which we were already aware of, plus an all-new toolings of the Vought F4U-5NA Corsair (#JT75/¥2600) and McDD A-4E/F Skyhawk (#PT21/¥2400).

Hasegawa will be producing a limited run series of JASDF machines complete with a white metal pilot figure. The aircraft types involved are the F-15J (#PT5/¥3200), F-4EJ (#PT7/¥3200), F-86F-40 (#PT15/¥3200), both versions of the new Mitsubishi T-4 (#PT16 & PT17/¥2200 each) and the F-104J (#PT18/¥2400).

Items due for release in Japan during October were the F-4E Phantom II 'Bicentennial' (#09361/¥3200), F-51D Mustang 'Korean War 1951' (#09362/¥2400), Messerschmitt Bf 109G-6 'Barkhorn' (#09363/¥2200), Ki-84 Hayate '520th Fighter Group' (#09364/¥2000), Sea Hurricane Mk IA 'Royal Navy' (#09366/¥2400), TF-15 Eagle 'Bicentennial Bird' (#09367/¥3200), Henschel Hs 129B-2 with bombs (#09360/¥2600), N1K2-J Shinden-Kai 'Late Model' (#JT74/¥2000) and F4U-5N Corsair (#JT75/¥2200). Also confirmed for release during this month is the all-new kit of the McDD A-4E/F Skyhawk (#PT21/¥2400).

Confirmed for release in Japan during December is the all-new kit of the Nakajima B5N2 Type 97 Bomber (#JT76/¥2600).

Interesting items noted for release in Japan are the A6M5 Model 52 Zero (#SP240/¥4200) and Ki-84 Hayate (#SP241/¥4200), both of which are listed as 'Skeleton'. What this involves will be interesting to see (maybe something along the lines of the Gartex F-104?), but they will be out during October and November respectively.

Monogram toolings due for release in Japan under the Hasegawa label will include the F-5E Tiger II (#HM169/¥2600), Mirage 2000 (#HM172/¥2600), McDD OA-4M Skyhawk (#HM173/¥2600) and Cessna A-37 Dragonfly (#HM174/¥2600) during October, Northrop F-5F (#HM175/¥2600), Martin B-26 Marauder (#HM176/¥4200) and F-105D (#HM177/¥2600) in November, plus the F-20 Tigershark (#HM178/¥2600), Messerschmitt Me 262A-1a (#HM179/¥2600) and F-117A 'Stars & Stripes' (#HM180/¥2600) in December.

1/32nd

Due for release in Japan during November is the TA-4J Skyhawk 'Diamond Anniversary' (#08126/¥3200).

1/8th

Back once again very shortly in Japan is the 'Museum Series' skeletal Fokker Dr.I (#ZX3), which is listed at ¥58000 (approx £370+).

Fine Molds

1/48th

Noted in Japan for October release was an etched steel detail set for the J8M1 Shusui (#AC-46/¥1300). To go with this item, in case you were wondering who made the Shusui in this scale, Fine Molds will be producing a kit of it (#FB-06/¥2400) for release in October.
Also noted was the D4Y2 version of the Model 12 Suisei 'Judy' (#FB-05/¥2900) and the Model 33 Suisei (#FB-07/¥2800), which will be released in October and November respectively.

A & V

1/72nd

Available in late September in the UK was a resin kit of the Maeda Ku-1-I glider (#096). This kit includes decals and is £23.85.

Roden

1/72nd

The most recent release from this manufacturer is the Fokker E.V/D.VIII (#72004), which is £4.99 in the UK.
The next items will include the He 111C 'Lufthansa' and Pfalz D.III/IIIa. Please note that the Gotha G.V noted for release by Roden will in fact now be a G.II/III (early versions).

News Update

OKB-144

1/144th

The latest injection moulded kit from this manufacturer is the Yak-40 and it is £12.60.

Pegasus

1/72nd

The most recent limited-run kit from this manufacturer is the de Havilland D.H.4 (#4009). The kit includes optional engines in the form of the Rolls Royce Eagle, Liberty or R.A.F. 3a and the kit is £13.99.

Information wanted

If anyone has a current telephone number or address for any of the following companies or individuals, please contact SAM Publications in the first instance on 08 707 333373.

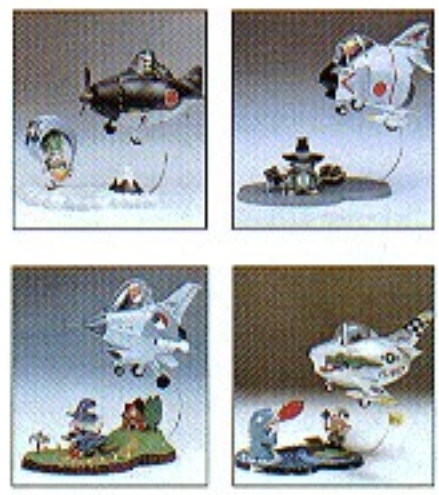
• Michael Green previously trading as House of Hobbies, 156 Balgores Lane, Romford, Essex RM2 6EP

• Stuart Tyrer previously trading as Windmill Models, 150-152 St. James Street, Burnley, Lancashire BB11 1NR.

• Justin Gorka previously trading as Swan Model Engineering Ltd., or Cloud Cover Models, Chester House, The Dingle, Colwyn Bay, Clwyd LL29 8HF.

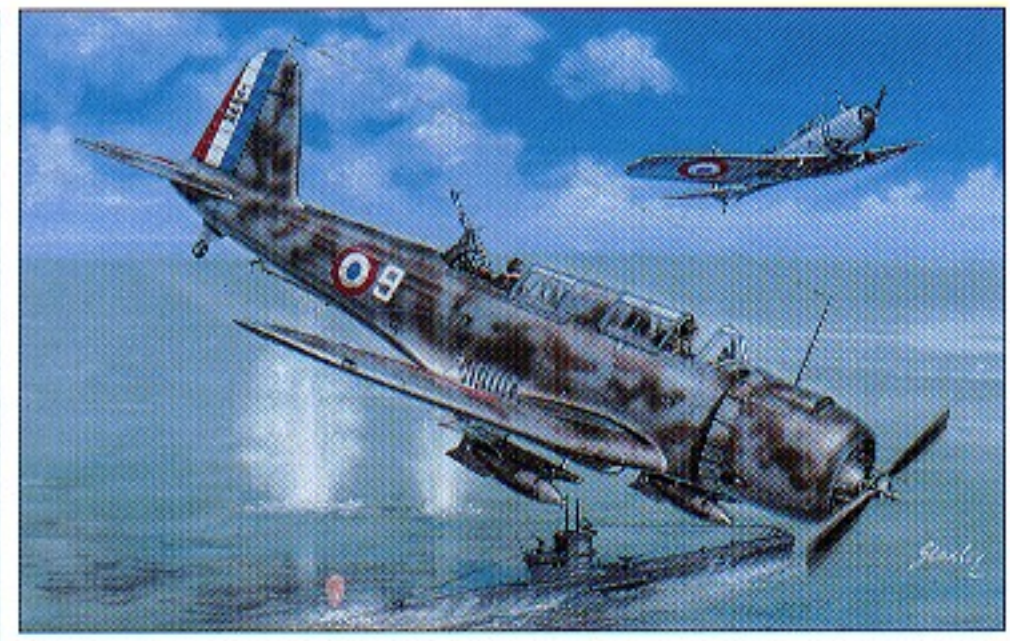
1/?? Scale

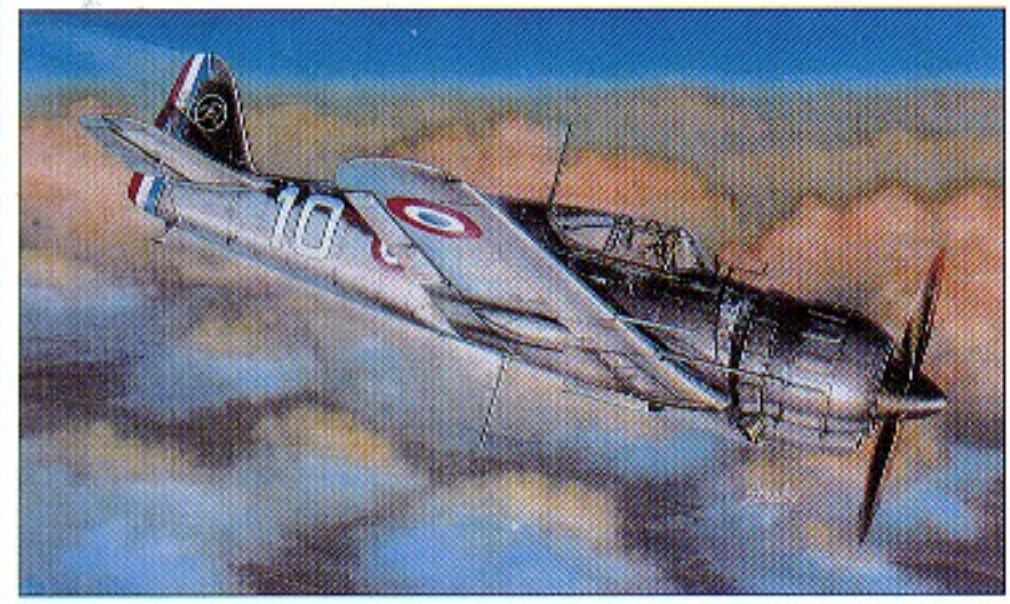
As mentioned last month, the 'Egg World' series from Hasegawa is due for reissue. The subjects will include the Zero Fighter (#EW1/¥600), Phantom II (#EW3/¥600), F-16 (#EW4/¥600), F-86 (#EW6/¥600) and Harrier (#EW8/¥600). All of these are listed for release in Japan during October but we are unaware if they will ever go outside of Japan.



The 'Eggplane' series is also to be relaunched with kits of the Space Shuttle (#ES11/¥600), Hughes 500 (#ES13/¥600), Hughes 300 (#ES14/¥600) and SR-71 Blackbird (#ES15/¥600), each of which is due in Japan during October.

Also noted in Japan was the Macross related VF-1A Valkyrie. This new kit bears a striking resemblance to a Tomcat, and should be available in Japan by the time you read this.





Azur

1/72nd

A number of new kits have been announced by this manufacturer. These include the LeO C.30 (#A015), Bloch MB.152C1 (#A017) and Vought V-156F Vindicator (#A016).

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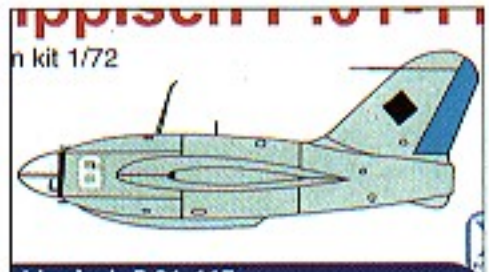
Sopwith Camel F.1

Scale: 1/32nd
Kit No: 2189
Price: £TBA
Origin: Hobbycraft (Canada)
Panel Lines: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 47 (Grey)
Decal Options: 2 (Nos 209 & 43 Sqn)
Manufacturer: Academy Plastic Model Co., Ltd
UK Distributor: Toyway



Lippisch P.01-117

Scale: 1/72nd
Kit No: 7214
Price: £19.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin, Etched Brass & Vac-formed Clear
Parts: Resin 15, Etched 16, Clear 1
Decal Options: 1
Manufacturer: A&V Models
Obtain in UK via: Hannants

Vought SB2U Vindicator

Scale: 1/72nd
Kit No: 72087
Price: £7.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic & Resin
Parts: Plastic 41 (Grey), Clear 1, Resin 11
Decal Options: 2
Manufacturer: MPM
Obtain in UK via: Hannants

Yakovlev Yak-7B (Late)

Scale: 1/72nd
Kit No: N/A
Price: £4.80
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 30 (White), Clear 1
Decal Options: 5
Manufacturer: Red-Sky
Obtain in UK via: Hannants

Junkers Ju 87A

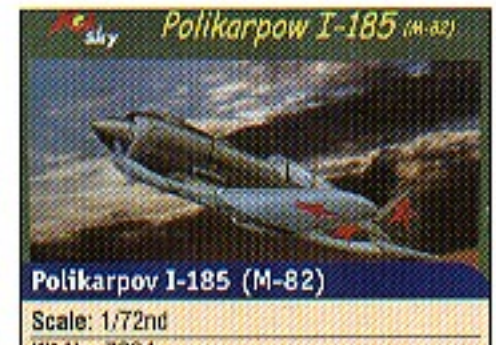
Scale: 1/48th
Kit No: SH 48007
Price: £18.00
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 57 (Grey), Resin 43, Vac-form 2
Decal Options: 2
Manufacturer: Special Hobby s.r.o.
Obtain in UK via: Hannants

Pfalz D.IIIa

Scale: 1/72nd
Kit No: 72032
Price: £7.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 31 (Grey), Etched 16
Decal Options: 2
Manufacturer: Mac Distribution
Obtain in UK via: Hannants

Fiat G.50 Serie II

Scale: 1/72nd **Kit No:** 7229
Price: £13.35
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear
Parts: Plastic 44 (Grey), Etched 23, Resin 9, Vac-form 2
Note: Includes AML G.50 kit
Decal Options: 2
Manufacturer: Kora
Obtain in UK via: Hannants



Polikarpov I-185 (M-82)

Scale: 1/72nd
Kit No: 7204
Price: £4.80
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 28 (White), Clear 1
Decal Options: 1
Manufacturer: Red-Sky
Obtain in UK via: Hannants

Ro.37bis

Scale: 1/72nd
Kit No: 014
Price: £7.80
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 56 (Grey), Etched 21, Vac-form 5
Decal Options: 3
Manufacturer: Azur
Obtain in UK via: Hannants

Nieuport 24/27

Scale: 1/48th
Kit No: HT 002
Price: £17.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 41 (Grey), Resin 2, Etched 20
Decal Options: 1
Manufacturer: Hi-Tech
Obtain in UK via: Hannants

Messerschmitt Bf 109E-3

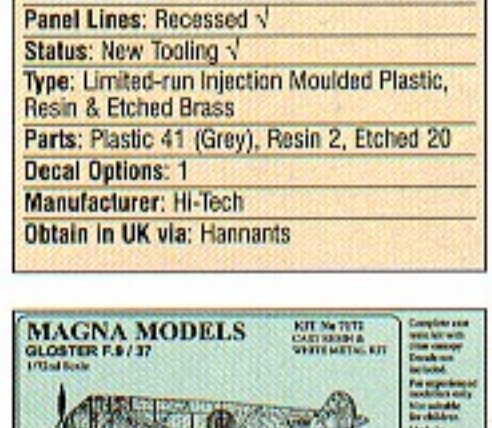
Scale: 1/72nd **Kit No:** 60750
Price: £9.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 48 (Grey), Clear 3
Also Includes: Poly Caps
Decal Options: 3
Manufacturer: Tamiya Inc
UK Importer: Richard Kohnstam Ltd

Focke Wulf Fw 190A-1

Scale: 1/72nd
Kit No: SW 72009
Price: £8.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic & Resin
Parts: Plastic 31 (Grey), Clear 2, Resin 6
Decal Options: 1
Manufacturer: Sword
Obtain in UK via: Hannants

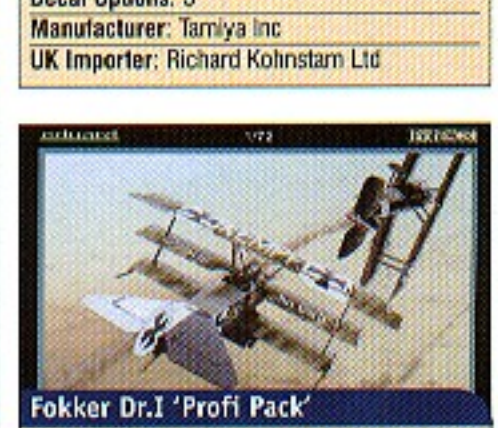
Polikarpov I-16 type 24

Scale: 1/72nd
Kit No: 72071
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 54 (Grey), Clear 2
Decal Options: 9
Manufacturer: ICM
UK Distributor: Amerang Ltd



Gloster F.9/37

Scale: 1/72nd
Kit No: 7172
Price: £19.95
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 11, Metal 28, Clear 2
Decal Options: N/A
Manufacturer: Magna Models

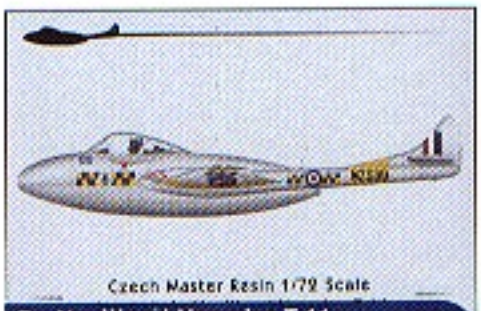


Fokker Dr.I 'Profi Pack'

Scale: 1/72nd
Kit No: 7016
Price: £6.80
Panel Lines: Recessed √
Status: Updated Tooling √
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 36 (Tan), Etched 33
Also Includes: Wheel Hub and Tail Markings Masks
Decal Options: 5
Manufacturer: Eduard M.A
Obtain in UK via: Hannants & LSA Models

Beechcraft T-34C Turbo Mentor

Scale: 1/72nd
Kit No: SW 72007
Price: £8.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic & Resin
Parts: Plastic 43 (Grey), Clear 1, Resin 2
Decal Options: 2
Manufacturer: Sword
Obtain in UK via: Hannants



Czech Master Resin 1/72 Scale

De Havilland Vampire T.11

Scale: 1/72nd
Kit No: 116
Price: £19.95
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin & Vac-formed Clear
Parts: Resin 51, Clear 1
Decal Options: 5
Manufacturer: CzechMaster Kits
Obtain in UK via: Hannants

Ford Tri-Motor

Scale: 1/72nd
Kit No: 85-0015
Price: £TBA
Panel Lines: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 39 (Silver), Clear 4
Also Includes: Dog Team, Slead & Crew Plus Collector's Embroidered Patch
Decal Options: 3
Manufacturer: Revell-Monogram LLC
UK Distributor: Revell AG (UK Branch)

North American NA-57

Scale: 1/72nd
Kit No: 009
Price: £7.80
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 24 (Grey), Resin 10, Vac-form 1
Decal Options: 3
Manufacturer: Azur
Obtain in UK via: Hannants

Pfalz D.IIIa

Scale: 1/48th
Kit No: 8046
Price: £8.30
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 56 (Tan)
Decal Options: 2
Manufacturer: Eduard M.A
Obtain in UK via: Hannants & LSA Models

Albatros D.V

Scale: 1/72nd **Kit No:** 7018
Price: £3.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 32 (Tan)
Decal Options: 2
Manufacturer: Eduard M.A
Obtain in UK via: Hannants & LSA Models

North American P-51D Mustang

Scale: 1/72nd
Kit No: 60749
Price: £9.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 43 (Grey), Clear 5
Also Includes: Poly Caps
Decal Options: 3
Manufacturer: Tamiya Inc
UK Importer: Richard Kohnstam Ltd

Schreck FBA 17 HMT-2

Scale: 1/72nd
Kit No: 7215
Price: £7.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic & Etched Brass
Parts: Plastic 37 (Grey), Etched 59
Decal Options: 2
Manufacturer: Hit-Kit
Obtain in UK via: Hannants

Aero A-18

Scale: 1/72nd
Kit No: 7275
Price: £14.40
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin
Parts: Resin 28
Decal Options: 1
Manufacturer: RVHP
Obtain in UK via: Hannants

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DHC-4 Caribou

Technical Data

Scale: 1/144th
Price: AusS35.00
Kit No.: OM144-1
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin, White Metal & Vac-formed Clear Plastic
Parts: Resin 15, Metal 5, Clear 2
Decal Options: 5
Manufacturer: OzMods Australian Models

The Kit

Moulded in a darker colour resin than I am used to seeing, this is one very good looking kit when opening the box. The props and undercarriage legs are in white metal, there is no flash evident anywhere and the casting gates have been removed from the fuselage and wings already. The panel lines are engraved very finely and there are two clear vac-form canopies if you are feeling brave enough to cut the solid fuselage open.The whole kit seems just excellent.

Instructions

Printed on three sides of A4. One side deals with building instructions and has safety information and details of undercarriage legs. The second is a painting and decalling guide, although only side views are shownand the third is a scale three-view which was very useful.

Construction

Everything went together with the minimum of filler, the only problem being how to weight the nose. I drilled two holes from underneath and filled them with lead. This still wasn't enough and I didn't have much room left to do anything else. I probably needed heavier weights. Other than that no problems were found.

Accuracy

The real aircraft measures out to 29.15m and the length is 22.13m. The kit measures out spot on in scale 20.2cm span and 15.3 length. Well researched by the manufacturer.

Colour Options

You're spoilt for choice here due to the excellent decals provided. The RAAF options are either dark green overall or SE Asia US camouflage over grey. The US versions are in Gloss Olive Drab and all have black anti-glare panels. I would have liked to have done the camouflage scheme but couldn't find enough photos of the upper wing patterns, so settled for the RAAF Dark Green option.

Decals

These are excellent, with a choice of three RAAF and two US Army. All are in register and have a glossy finish. The colours are solid and no show-through was found. There is a choice of roundels with kangaroo or separate kangaroos to put on white areas yourself. The options are;

RAAF, A4-159, late 1970s, No. 35 Sqn
RAAF, A4-140, late 1980s, No. 38 Sqn
RAAF, A4-159, early 1970s, No. 35 Sqn
US Army, 12593, 61st Aviation Company, Vietnam, 1963
US Army, 24171, 61st Aviation Company, Vietnam, late 1960s

Some stencils are provided. All decals adhered well with no silvering and no need for solvents; some of the larger companies could learn a thing or two from these guys.

Decal Rating = 10/10.

Conclusion & Recommendations

An excellent build. The resin is some of the finest castings I have seen and the fit was really good, shame about the nose weight problem. I would recommend this kit to anyone who wants to try a resin kit.

My thanks to OzMods for the review sample.

Paul Gold

Fairchild M-62/PT-19A

Technical Data

Scale: 1/72nd
Price: £7.50
Panel Lines: Recessed √
Status: New Tooling √
Fabric Effect: Raised √
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 26, Etched 21, Clear 2
Decal Options: 4
Manufacturer: MPM Ltd.
Sample Supplier: Hannants

The Kit

Superb box art of a USAAC PT-19A and separately packaged plastic, brass and vac-formed parts and decals more than compensate for the wretched end-opening box. Plastic components are moulded in MPM's usual light grey, with delicately engraved surface detail. A small etched brass fret contains seat harnesses, rudder pedals, throttle boxes and levers, trim wheels, grab handles, crash pylon, prop hub and rear-view mirror.

Instructions

These are six sides of A5 giving a brief type history in four languages, sprue map, step-by-step exploded view assembly diagrams, profile cutaway drawing and two pages of painting/decalling drawings with Humbrol/FS references.

Construction

Assembly begins with the cockpit interior. This comprises lightly raised detail on the fuselage sides to represent the PT-19's welded steel tube frame, injection-moulded floor, seats, instrument panels, bulkheads and control columns, and etched brass throttle/mixture control boxes and levers, rudder pedals and seat harnesses, the latter particularly well done.

The first problem I encountered was that the cockpit floor and rear bulkhead are too wide, and prevent the fuselage halves mating. I trimmed the floor, but since the full-size aircraft doesn't have a full bulkhead behind the rear seat, made a semi-circular bulkhead to replace it, and attached this to the rear of the separate cockpit coaming, about which more later. The etched brass throttle boxes and levers are fiddly to make up, and their positions on the port cockpit wall not marked. A very detailed cutaway profile view of the real aircraft on the instruction sheet helps with placement, and will also provide inspiration for superdetailers. Once the main cockpit assembly was complete I airbrushed it and the fuselage sides Interior Green, and enhanced it with thin washes and dry-brushing.

At this point the fuselage halves should have come together, but I ignored the sequence suggested on the instructions to look at a suspect wing/fuselage join. Each wing panel is moulded in one piece, butt-jointed along a curving line to the wingroot moulded onto the fuselage sides. A dry-fit revealed that male and female curves of the two parts did not match, resulting in very little gluing area and a sizeable gap. I drilled roots and wing ends to accept a couple of brass wire 'spars' that would strengthen the join and also give scope for adjustment of the critical dihedral angle, then attached the wings with tube glue. Once set and correctly adjusted I filled the gap with Milliput and wet-sanded to blend it in smoothly.

Then, still with the fuselage halves unjoined, I turned my attention to the tailplane. This comes in two halves, the root ends of which fit into slots in the fuselage. As supplied it is difficult to install the tailplanes so that the elevator hinge line runs perpendicular to the fuselage centreline. The likelihood is that the tailplanes will end up in a slightly 'swept forward' position, so I added a shallow wedge of plasticard to their root ends, sanded to airfoil section and pushed each half into its slot, cementing from the inside to get a clean joint. At last, the fuselage halves, with wings and tailplanes already attached, could be joined.

Next stage was to add the cockpit coaming, to the inside of which must first be fitted the instrument panels. These are supplied in plastic, with indentations to represent the instrument layout, different for fore and aft cockpits. I spent a great deal of time punching out Reheat's 1/72nd scale Vintage Instrument face decals and dropping them into the recesses, only to find that the panels are too wide and must be trimmed at their lower edges (thus losing some of the detail) to enable the coaming to seat properly. Trial-fitting of everything is essential with this model. I

added five-thou plasticard rudder horns and ground adjustable trim tabs to ailerons and rudder, substituted fuse wire for the etched brass grab handles, but decided to leave off the main landing gear legs and etched brass crash pylon (more of which later) until after painting.

Once painting and decalling were completed final fitting out comprised installing the PT-19's prominent brake lines (from my dwindling stock of the late lamented PP Aeropart's rubber strip), propeller with its etched brass hub, exhaust pipes, rudder cables, and pitot tube (not supplied) on the starboard wing. I gave up attempting to fold the crash pylon from the supplied (and unconvincingly flat) etched brass, and scratch built one from fine wire which much better represents the tubular structure of the original. Vac-formed windscreens completed the model.

Accuracy

Dimensions are spot-on, shapes accurate, detail just right for the scale, so full marks.

Colour Options

Four colourful choices, all in the same basic scheme of Bright Blue (FS 35183) fuselage with Orange Yellow (FS 33538) wings, tailplanes and fin. Two are USAAC aircraft: an anonymous PT-19A from 1940-41 wears U.S. stars with red centres (provided separately on the decals) above and below the wings, with large U.S. Army titles on the undersurfaces, while PT-19A 41-20353 has plain white stars, code 59 in white on fuselage and cowling sides, serial number unusually displayed diagonally across the fin, and matt black cockpit coaming. Both have blue/red/white striped rudders. The remaining two options are for aircraft '101' and '105' used by the exiled Royal Norwegian Air Force to train pilots at 'Little Norway' (now Muskoka Airport), Ontario 1942-44, and carry the red/white/blue national colours of Norway on the rudder and across the outer wings, with white cheatlines on the fuselage. I chose the first USAAC option. After a primer coat of matt white I painted the rudder gloss white to provide a base for the red/white/blue stripes decals, then airbrushed the wings, tailplanes and fin Xtracolour X106 Insignia Yellow. Fuselage, landing gear legs and wheel hubs were painted Xtracolour X146 Bright Blue.

Decals

These are by Propagteam, which means they're very thin, adhere tenaciously and will fold into a tangled mess at the least opportunity...and excellent, although the white stars are slightly translucent when applied over the yellow wings. Take time, care and plenty of water on which to 'float' them into place and they pose no problems. I used solvent/setting solution only to bed the rudder stripes down, and could probably have done without even there.

Decal Rating = 10/10

Conclusion and Recommendation

Fit problems make it unsuitable for the beginner, but for those with some experience of limited-run kits it should cause no trauma. The end product is a fine replica of a significant WW2 trainer hitherto largely ignored by kit manufacturers.

My thanks to MPM for the review sample.

Mike Jerram

Focke-Achgelis Fa 225

Technical Data

Scale:	1/72nd
Status:	New Tooling
Panel Lines:	Engraved √
Fabric Effect:	Raised √
Price:	£14.95
Type:	Resin & Vac-formed Clear
Parts:	Resin 22, Clear 1
Decal Options:	None
Manufacturer:	HR Models
Obtain in UK via:	LSA Models (Incorporating Four Plus UK) & Hannants

The Kit

The kit comes very stoutly boxed and then wrapped in an open plastic bag. This is a resin kit that is nicely cast in cream resin with not an air hole in sight, but with a lot of minor surface imperfections. There is a tremendous amount of cleaning up and cutting free of parts to do! The majority of the parts are cast by the "in the sheet method", resulting in a finished product akin to vac forming. Only the two fuselage halves are not cast in this way, being attached to a casting sprue of resin. A nice amount of engraved detail is evident especially to the inside and outside fuselage. I was very pleased to see the use of embedded metal rods in the rotor blades. These not only prevent warping but also help to locate these parts giving a really strong joint. The vacformed cockpit canopy is only of moderate quality. Mine was badly buckled and crude; true it was clear as a bell but that is the best I can say about it! There is no clear sheeting to glaze the other windows either! No decals are included, so it is up to you to find your own. The Focke-Achgelis Fa 225 first flew in late 1943, but not much else is known about the machine.

Instructions

Er.... what instructions?! Nine lines in Czech and three drawings are all you get, and it is really very poorly printed. I could decipher RLM 71 and RLM 65 for painting. The rest was either illegible, indecipherable, or both! There is no clue to any markings, I could make out 'svastika' and that was it! One has to build the model by the drawings alone and these are NOT to any sort of scale at all. This is a very unsatisfactory state of affairs.

Construction

I cleaned up the fuselage halves and then opened up the ten small partly flashed over windows using a few needle files. When I was happy with the fit of the two halves, I painted the interior in RLM 66. Next, I stuck them together being very careful as they are thin. With a new blade, I cut the single seat free from the casting sheet. I had to glue some thick scrap resin into the bottom of the fuselage to glue the seat on to. Otherwise it would just hang in space! I added seat belts from the Reheat range and then stuck the seat in a place that looked right to me. There is no other interior to add! I was tempted to make up a joystick and instrument panel. It would be pure speculation as to where these went and what they looked like, so I erred on the side of cowardice and let things be! Onwards to the FUN part, the complex struts and things that make up the "tower" for the rotors. I cut free and cleaned up all the parts, which are quite fragile. By following the sketches and with good fortune, I made up this section of the model and set it aside to cure overnight. It is VERY fragile and awkward to build. In the meantime, I cut free, cleaned up and added both the tailplane and rudder. These didn't fit well even after much trimming, and filler was required to tidy up the joints. The rotor boss was sorted out next, along with the blades. These were glued in position with the metal rods proving their worth, providing both a positive location as well as a strong joint for each blade to the hub. The "tower" was added and proved to be problematical! Not only is it fragile but there are no location points on the fuselage top. Working from the drawings, I eventually got it in place - lopsided! I trimmed the offending side and superglued it in place after some cussing about needing nine hands and only having two! The undercarriage came next and I found I had two parts missing to finish this section. In fact I had three parts missing when I checked the drawings. The long drive linkage rod to the rotor hub was also not included. Using plastic rod, I fabricated the missing parts to finish the undercarriage and the linkage. The tail and nose skid were now glued into place. That vacformed cockpit canopy proved to be a real headache. After much cutting, trimming and stress, I got it to fit into place with Clearfix. I glazed all those ten side windows, after painting, with the same product. There was no sign of any warping or air holes to any of the parts in my sample. I used Zap-a-Gap superglue and its 'Kicker' from the US in the making of this model.

Accuracy

There was no mention at all to be found about the machine in my personal library. I telephoned the Department of Published Books at The Imperial War Museum, London and also Duxford to see if they had any Archive material. They both drew a blank. The model looks good, and that is all I can say!

Colour Options

I mentioned that in the "instructions" the RLM colours 65 and 71 are mentioned. So I used this combination with RLM 66 for the interior while RLM 70 was used on the rotor assembly, with details in silver. The wheels were painted RLM 65 with tyre-grey for the tyres. All colours were from the AeroMaster Warbirds Acrylics (Luftwaffe) range.

Decal Options

There are no decals with the kit. I used some spare AeroMaster Crosses and Swastikas of suitable size and type for late 1943/1944. I did not add any other markings, as it would be pure speculation as to what these were!

Conclusion and Recommendations

As much as I love a challenge, I was very frustrated by this model. Nigh on illegible instructions, missing parts, no decals, and nothing in the way of information on markings or the like do not help. Then there is the matter of the cutting out and trimming up of all the very fragile and delicate resin parts, plus THAT cockpit canopy! It is not an easy kit to build and can give you nightmares! On the positive side, I have now got a really stunning model on my bookshelf. Friends all admire and talk about a model that I have had the satisfaction of making from a difficult kit. So, yes I did enjoy making it, the effort was well worth it. The end result is a really weird looking, stunning model of an early transport/troop carrier [?] helicopter. All in all, I can only give a recommendation to modellers who are 'fully' conversant with resin kits and who are, above all, as patient as Saints.

My thanks to LSA Models (Incorporating Four Plus UK) for the review sample.

Dr. Peter Newell

Westland Sea King Mk 41

Technical Data

Scale: 1/72nd
Price: £8.95
Kit No.: 04427
Panel Lines: Recessed √
Status: New Tooling√
Type: Injection Moulded Plastic
Parts: Plastic 93, Clear 8
Decal Options: 2
Manufacturer: Revell®
European Distributor: Revell AG (UK Branch)

The Kit

Revell have previously issued two kits of the Sea King, but this is an all-new, greatly improved tooling. It depicts the Westland version with all the data equipment as used by the current German Navy S.A.R. machines. It comes in medium grey plastic with a lot of fine surface detail, both raised and engraved. There is a tiny bit of flash around a couple of the main rotor tips and the rescue winch; otherwise the moulding is very clean. The cockpit and main cabin interior are very detailed and the fuselage includes the basic window layout, with extra window outlines engraved in the inside to allow different versions to be modelled at a later date. The drawback here is the thin plastic can become more distorted in the exterior surface as well. The clear parts are polished and come sealed in their own separate plastic bag to prevent scratching.

Instructions

The instructions come in Revell's standard format; in this case the booklet is twelve pages long, starting with a sprue plan on page five, which shows the bits, you do and don't use.

Construction is broken down into nineteen stages with good drawings giving the painting details and the interior decal placement as you go. The final two stages provide all-round exterior paint and decal detail. All the colour references relate to the Revell paint range, although they also give the official German RAL numbers for the exterior camouflage pattern.

Construction

Construction is simple and straightforward and the general fit of parts is excellent. There's a lot of detail moulded into the interior as well as providing additional seats and an operations station in the main cabin. Fitting the single seats can be a bit frustrating, but that is the only 'complaint' about the interior. The floor and bulkhead sections go together well, and when fitted into the fuselage were a near perfect fit to both sides, especially important if the large cabin door is fitted open.

The match of the fuselage halves to each other is just as good and the only sign of the join is at the top of the engine and gear box covers which can easily be disguised or can even be passed off as the join of the opening access panels. Before bringing the fuselage together, remember to open up the 'part-drilled' locating holes for the internal detail parts and the two rearmost window apertures for the glazing with the observation bulges, The instructions were not entirely clear on this point so a quick check of what gets added later in the instruction sheet is a good idea.

The cockpit glass section comes as one piece with a separate 'upper nose' section between the two windows at the pilot's feet. This seems to allow for more accurate positioning of the whole front cockpit.

The sponsons had to go together well as does the main rotor head, which is about as detailed as you are likely to get in injection moulded plastic. The blades are drooped, but appear to be more like they are just about to take off. The rest of the construction consists of adding all the small detail parts - mainly the aerials, antennae, pitot tubes and items of special equipment.

Accuracy

This new kit seems to capture the lines of the full size Sea King better than any previous version. According to the dimensions published in the Encyclopaedia of Military Models and Civil Helicopters, the scaled-down measurements of the kit are absolutely spot on! The rotor diameter of 18.9, fuselage length if 17.02m, overall length of 22.15m and height of 4.85m on the full size aircraft scale down to 26.25cm, 23.64cm, 30.76cm and 6.74cm respectively - excellent!

Colour Options

The kit provides for the current four-colour, wrap-around camouflage German Navy S.A.R. scheme and also an all-over scheme as worn in the Persian Gulf in 1991. However, there appears to be a mistake in the instructions for the camouflage scheme. The plan shows four distinct colours, but the key gives these as 'N', 'O', 'N' and 'O' - very confusing! The good news is that it also gives the correct German RAL numbers if you want to avoid puzzling it out and a lot of paint mixing.

Decals

There are ninety-five individual subjects on the decal sheet, providing more than enough lettering, serial numbers and stencilling required for both colour options. Some of the stencils didn't appear to belong to either version and remained unused, and there is some confusion over the placement of the identification numbers - the instructions suggest you put a white '67' on a white background!

The Day-Glo Orange panels under the rear windows bearing the 'S.A.R.' titles look a bit dull compared with the painted panel on the nose and benefited from a very careful application of the fluorescent orange paint around the lettering. The clarity of the printing is good enough to read a lot of the stencils and the general depth of colour is good. The black printing is very, very slightly off-registration, only noticeable where it is over-printed in the white German cross and I.D. number at the top of the small German flag. They adhere generally well to a gloss painted surface, but the carrier film can be seen in places - especially against the darker colours of the camouflage scheme.

Decal Rating = 8/10.

Conclusion & Recommendation

By far the best kit of the Sea King produced to date in terms of looks and level of detail - and not the most expensive one either! It builds easily straight from the box and offers a lot of detail. There are no major problems and it is well within the capabilities of almost any modeller. I highly recommend this kit.

My thanks to Revell AG (UK Branch) for the review sample.

Fred Tooke

Messerschmitt Bf 109F & Messerschmitt Bf 109G

Technical Data

Scale: 1/144th
Price: £1.85
Kit No.: 4405
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 18, Clear 2
Decal Options: 1
Manufacturer: Eduard M.A.
Sample via: LSA Models (incorporating Four Plus UK)

Scale: 1/144th
Price: £1.85
Kit No.: 4406
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 18, Clear 2
Decal Options: 1
Manufacturer: Eduard M.A.
Sample via: LSA Models (incorporating Four Plus UK)

The Kits

Similar to the Fw 190 from the same company the kit is moulded in light grey plastic with engraved panel lines. First impressions are good, the parts for both versions being included in each box. The decal sheet is excellent and the box artwork is great.

Instructions

These are printed on a folded A4 sheet and paint codes for Tamiya, Humbrol, Revell, Testors and AeroMaster are provided, a nice touch. Construction is shown in three diagrams and painting diagrams are shown almost scale size with stencil decal placement diagrams separate from the painting diagrams.

Construction

There are no cockpit details provided in the kit, just a flat area which is a shame as it detracts from what is otherwise a great kit. There is a small gap at the wing root and the wing to lower fuselage join which needs filling but this was all the putty I needed. Again the canopies are different between versions. The only other differences are the top fuselage in front of the cockpit and the extra air filters depending on which of the markings you choose. All this is competently explained in the instructions.

Accuracy

The full size aircraft measure out a length of 9.02m and span of 9.9m. The kit measures out to 6.5cm and a span of 6.9cm so the span is very close but the length is a little too long. The only thing that looks wrong is the canopy which looks too small at the front, and on the G the filter is too large.

Colour Options

Both markings on both kits are for Blue Grey undersurfaces (RLM 78) with RLM74/75 uppers. Except for F-4/Tropical which is RLM 79 on top. Both options in both kits have yellow and/or white areas and for the F-4 I chose the tropical aircraft. For the G-6, I chose the Russian based aircraft.

Decals

These kits offer two decal options each and they are;

F-4

W/Nr N/K, Obl. Gunther Freiherr von Maltzahn, JG53, Sicily, May 1942.

W/Nr 10059, Lt, Hans-Joachim Marseille, 3/JG27, May 1942.

G-6

W/Nr 20499, Kpt. Erich Hartmann, 9/JG52, Russia, Oct 1943.

W/Nr N/K, Ofbwl Herbert Rollwage, 5/JG 53, Sicily, July 1943.

These offer excellent detail for such a small scale, all in register and they even include some stencils. There are two sets of markings for each version; all the well known aircraft seem to be covered and it will make a great display with all four options made from two of each kit.

Decal Rating = 10/10

Conclusion & Recommendations

Exactly the same comments as for the Fw 190s, again it's not the first (and probably not the last) to be issued, however it is far ahead of all the previous kits that can be found, only being let down by the lack of a cockpit. Full marks to Eduard for spreading out into 1/144th scale. Easy enough for inexperienced modellers, and with a little extra work on detailing it could be made top class. Recommended to all.

My thanks to Eduard M.A.for the review samples.

Paul Gold

Kayaba 'Ka-Go' (O-Go) Model 1

Technical Data

Scale: 1/72nd
Price: £14.99
Panel Lines: Recessed √
Status: New Tooling √
Fabric Effect: Raised √
Type: Injection Moulded Plastic
Parts: Plastic 32, Clear 2
Decal Options: 3
Manufacturer: Fine Moulds Models.
Obtain in UK via: Hannants

The Kit

This is the second version of the Ka 1 to be produced by Fine Moulds and it is moulded in light grey plastic. The artwork on the box is quite stunning and would make a good subject for a diorama.

All the parts are well produced and on my sample there was no flash. The only surprise that you will encounter upon opening the box is how small the kit is!

Construction

Assembly of the kit follows six stages, all of which are well illustrated, starting as normal with the cockpit interior. This is quite well furnished and includes some side wall detail. Once the interior is assembled and painted the two halves of the fuselage are joined together. The next stage in the instructions deals with the rotor assembly. Fine Moulds have produced the blades in a flat form to enhance their appearance. I would suggest giving them a slight droop to simulate their weight. The next stage deals with the horizontal surfaces and the rotor support tower.

Stage 5, the penultimate, is easily the trickiest part of the whole construction. This deals with the assembly of the undercarriage. This is only tricky because it is so delicate and I would advise great care should be taken.

The last part of the assembly is the only area where I found disappointment with this kit. Part 23, the front portion of the engine cowl needed careful alignment and considerable use of filler on the lower surface joint, part 23 being a few thou deeper than the fuselage depth. I found Milliput to be the ideal medium here as it is easy to sculpt.

At this stage, Fine Moulds suggest that you add the windshields; I would strongly suggest however, that you should paint your model first!

Accuracy

According to the information I have, the model scales out to be well within acceptable limits.

Colour options

Three colour options are included with the kit, one in overall silver dope, the second in what could be loosely termed as the standard scheme for this type, dark green over light grey, and a third scheme that I chose to model.

The third scheme is for a very attractive aircraft finished in dark green and sand upper surfaces with the lower surfaces in light grey. Not only does this option look more attractive, but it's the only scheme that carries more markings than just the fuselage Hinomaru.

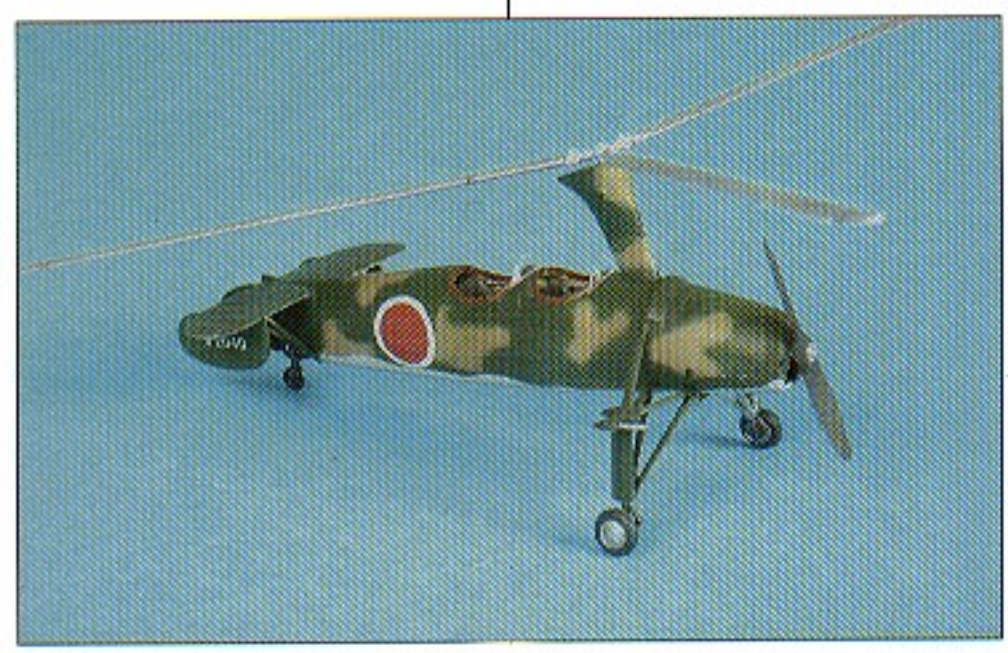
Decal Rating = 10/10

Conclusion and Recommendation

Despite being a small model, this kit is a *joy* to build. If you are a follower of aircraft of the Rising Sun I would strongly recommend that you obtain one, it's delightful. Remember when you purchase this kit you are after all paying for a very high quality short run kit. Most of the Fine Mould range is now out of production!!

My thanks to Hannants for the review sample.

Peter Fearis



Lavochkin La-9

Technical Data

Scale: 1/72nd
Price: £TBA
Kit No.: N/A
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 32 (Green), Clear 1
Decals: 4
Manufacturer: Interavia
UK Source: Andy Pack Models & Hannants

The Kit

The La-9 was designed as the replacement for the earlier La-5 and La-7 and that lineage can be seen in the overall shape. However the Second World War ended before the La-9 entered service, but it was to see combat later in service with North Korean Forces. Thirty-three bright green, well-moulded and robust parts and one reasonably transparent canopy constitute this model of one of Russia's more attractive fighters from the late 1940s. The moulding is heavy and looks rather crude but the surface detail is very well done with very finely engraved panel lines and rivet detail. Most parts have a little flash and are a little rough around the edges but we have come to expect this from a number of Eastern European manufacturers. If you are not familiar with this type of moulding, don't be put off, the model presentation may not be very refined but a fine model can be easily built from the box and this again proved to be true with this Lavochkin La-9.

The Instructions

Two single-sided sheets of A4 contain lots of exploded diagrams and thumbnail sketches to guide the construction stage. These include several of the cockpit area and its components to aid those who wish to add more detail. The painting guide for the three options offered on the decal sheet completes the instructions.

Construction

The cockpit area is furnished with a rather short floor, nice bucket seat, back armour and radio panel to fill in the gap behind the seat. The instrument panel is well detailed and was given a dark grey finish. Using thumbnail sketches on the instruction sheet of the full size cockpit, I added some side panels, and to these added a wheel trim and throttle lever. The floor was extended and rubber pedals added. The seat was given some armrests and seat belts and finally some ribbing was added to the fuselage sides. The whole lot was given a medium khaki finish and highlighted by dry brushing in a lighter shade including the instrument panel. Details were picked out in various colours to finish off. Once the fuselage sides were together the net result was a half decent and business like cockpit that any pilot an inch in height would feel at home in! The larger parts are attached to the sprue with very thick gates and removing them from the sprue leaves a large blob of plastic that will require more cleaning than usual. Whilst removing these blobs from the inside of the lower wing, I carried on with the sanding block to thin the trailing edge as this is a little over thick. The well wheels are a bit shallow and could do with deepening by drilling them out and building a deeper box from scrap plastic card. However, as the wells are devoid of any detail, I added some ribbing made from plastic strips and left it at that. The fuselage needed the same cleaning up, but once done the two halves went together well. A little filler was required at the wing roots and underside and similarly round the tail joins.

Accuracy

The instructions gave the dimensions of the real aircraft as having a wingspan of 9.8mm and a length of 8.625mm. My finished example measures 136mm in span (9.79m) and 120mm in length (8.64m), so dimensionally it's very accurate for 1/72nd scale.

Colour Options

The options given are two post-war Russian machines, one from the Soviet Air Force regiment and the second from Borisoglebsk flight school. The latter features a yellow cowling and rudder to brighten up the standard overall Medium Grey colour common to both options. The third option of a North Korean machine is similarly finished in overall grey, but no FS or suggested manufacturers paint numbers are given for this colour. My information of Soviet post-war aircraft is limited at best so I selected Humbrol 92 for the job.

Decals

The decals are well printed and the Russian stars with their very fine red and white edges are nicely reproduced. The blue rings on my Korean roundels were slightly out of register with the red stars, but I trust this was just a glitch in the review sample. An instrument panel decal is also supplied.

Decal Rating = 8/10.

Conclusion and Recommendation

Construction is fairly simple and there is scope for additional detailing provided within the instructions for the more experienced modeller, so I have no problem in recommending this one to all skill levels. The finished model is pleasing to the eye and I enjoyed building it. That's all you can ask.

Dan Claxton

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Praga E.39

Technical Data

Scale: 1/72nd
Kit No: 9201
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 49, Etched 19, Vac-form 2
Decal Options: 8 (Czech & Slovak)
Manufacturer: RS Models
Obtain in UK via: The Turntable

Praga E.39
Scale: 1/72nd
Kit No: 9202
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 49, Etched 19, Vac-form 2
Decal Options: 8 (Czech, Luftwaffe & Hungary)
Manufacturer: RS Models
Obtain in UK via: The Turntable

The Kit

These two new kits from RS only really differ in box artwork and decal options. However, one is shown with the normal two strut and cross bracing wire layout between the wings while the other has an 'N' shaped strut layout. The boxes are side opening and a little flimsy. The artwork on top is quite nice but underneath are four very welcome black and white photos, two of different E.39s and one of the front and the other of the rear cockpit instrument panels.

Inside the box is one grey sprue with virtually no flash visible, a small etched sheet, a decal sheet and the two vac-formed windscreens. These are all in one bag but in separate sealed compartments. A very good way of packaging I think.

Panel lines are recessed and there is quite a nice fabric effect on the wings and tail areas. No pilot figures are included.

The Instructions

Instructions are on six sides of A4 paper. Page one is a brief history and technical data in four languages. Page two has a sprue numbering diagram and a colour reference chart using F.S. numbers, Humbrol numbers and Agama numbers (which I have never heard of). Pages three and four are devoted to colour and decal options, while pages five and six give a six stage exploded assembly guide.

From what the instructions say and what I could find out myself, the prototype (designated B.H.39NZ) first flew in 1931 with a 120 hp Walter NZ nine-cylinder radial engine. The next 8 built used 140 hp Walter Gemma radials (designated B.H. 39G). After this the 160 hp Armstrong Siddeley Genet Major was fitted (designation B.H. 39AG). A total of 149 aircraft appears to have been built with 125 used by the Luftwaffe as primary trainers during WW2. No mention of differing strut layout is made but the instructions hint that early models had conventional struts supported by cross-bracing wires while later models had 'N' shape interplane struts. All I know is E.39.18 and E.39.21 have the conventional two strut, cross-braced layout, while the rest on the paint guides have 'N' shaped struts.

Construction

As usual the cockpit is started first; you have the floor, two seats, rudder pedals and joysticks with the instrument panels attached to one side of the fuselage halves. The supplied floor is too long, so if you assemble the cockpit interior straight out of the box the rear seat is too far down the fuselage. To overcome this I glued the two seats in position, cut the floor just in front of the rear seat and then shortened the rear floor by 3mm. After filing the floor edges smooth they were then re-joined together with superglue. The floor-cockpit sides and seats were painted Humbrol Aircraft Grey and the sidewall detail picked out in Matt Black as were the joysticks and rudder pedals as well as the feet areas of the floor. The top of the joysticks were then painted dirty silver where the paint would wear away due to all that tight gripping (as shown in the B&W photos).

The pedals where the feet go were given the same treatment as were the heel areas on the floor. The seat also got this treatment. The instrument panel was painted nearly Matt Black, the recesses for the instruments Matt Black and a little silver was dry brushed around the dials using the photo as a guide. The sticks were glued into position pointing slightly forward so that I could droop the elevators later in the construction. A tiny amount had to be shaved off the sides of the floor so that the fuselage halves would fit correctly.

The floor was glued into one side of the fuselage prior to joining them together. There are no locating lugs so care must be taken here (pegs and masking tape job). The joint is quite good and only a little rubbing down and rescribing of panel lines is needed. The lower wing was then added, only a little rubbing down to remove the sprue gate marks being required. The lower wing to fuselage joint was good. The wings only have slight indentations where the struts should go so I deepened them a little with a small drill bit. The upper wing is in two halves and is butt joined giving the correct dihedral. The rear of the joint needs a little trimming and then the whole joint a little rubbing down to give a good finish.

The marks on the upper wings where the struts attach are 1 rib too far inboard, so do not drill the upper wing until you have had a trial fit. Prior to fitting the upper wing the vac-formed windscreens need to be cut out and glued into place. Take care as there are no spares. At this point some of the etched parts need to be attached, like the wing walk plates, aileron activating arms and cockpit grab handles, which are very fine and delicate. The hump on the nose also needs to go on at this stage. On the model where the conventional struts are fitted, I found that the struts are a little brittle and break easily.

The top wing then goes on without too much trouble for a biplane. The tail fits well but the bracing struts are about 1 mm too long and break easily and, I ended up using stretched sprue. The undercarriage requires a 3 x 0.5mm section cutting out of the support legs to clear the lower wing and it was a fiddly job to achieve the correct sit. The model was given a coat of Johnson's Klear. At this point I added the decals prior to adding all the twiddly bits.

The engine has an etched piece to fit on the front representing the valve push rods, a tiny plastic oil-cooler at the bottom and curved exhaust stubs to fit. These are easily lost as they ping out of your tweezers never to be seen again. I ended up using bent and cut staples to replace the lost ones. The propeller is just glued onto the front of the engine. Some of the etched pieces are so small, like the cockpit grab handles and footrests, they just disappeared after being cut from the panel. I used thin wire to replace these. Bracing wires will have to wait for a little while.

Accuracy

RS Models quote the span as 10.00 m, the length 7.00 m and the Height 2.57 m. The model scales up to a fraction over 10 m span and the length scales up to 7.7 m including the engine and propeller. I cannot comment on the accuracy as I was unable to find any data but the finished models do look like the photographs of the real thing.

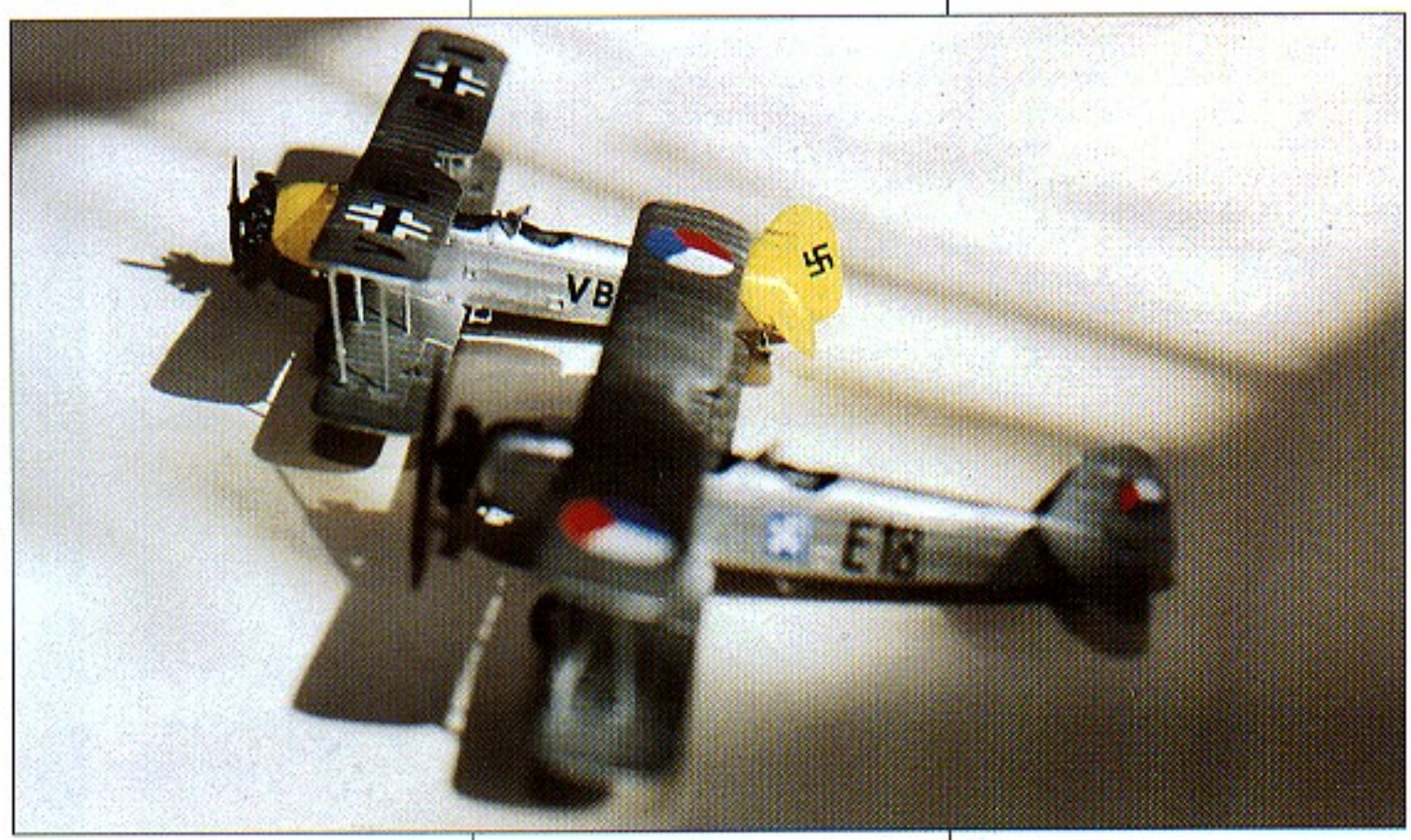
Colour Options

One kit has seven marking options: four Czech, two German and one Slovak. The other kit has eight options: five German, two Czech and one Hungarian.

Decals

Decals are nicely printed, gloss and in register with only a little carrier film visible. Swastikas supplied on one of the sheets are diagonally split and are shown on the markings guide as a black diamond shape. The decals only needed a few seconds in warm water to slide off the backing sheet but curled over if you were not careful. They did not silver and I did not use MicroSol or MicroSet as they were not needed. The completed model was given another coat of Klear to seal in the decals.

Decal Rating = 9/10.



Conclusion and Recommendations

I enjoyed making these limited run injection kits but they did give some headaches in places. Not for a novice but I would highly recommend these kits to anyone who likes biplanes.

My thanks to RS Models for the review samples.

Mike Kingsley

Dassault Mirage IIIC

Technical Data

Scale: 1/72nd
Kit No: 72031
Price: Aus$36.00
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear
Parts: Plastic 41, White Metal 11, Resin 4, Vac-formed Clear 1
Decal Options: 3
Manufacturer: High Planes Models
Obtain in UK via: Hannants

The Kit

The kit comes in a small, white cardboard box with a sketched image of the model on the lid. Inside is a loose vac-formed canopy (only one), a plastic bag containing three blue sprues with a lot of flash and large moulding gates. Surface detail is engraved and finely detailed. Another small bag holds the resin and white metal details like the seat, instrument panel and undercarriage legs. At the bottom of the box was the decal sheet and the instruction sheets.

The Instructions

The instructions are on four sides of A4, the first side being typed-out construction notes and building tips with a short potted history thrown in. Turning over reveals an exploded diagram with extra construction detail. The next two sides cover three different colour schemes and decal positioning.

Construction

After washing the model in soapy water and leaving to dry I read and re-read the instruction sheet and scurried off to check out drawings and pictures of the Mirage IIIC as the tail fin sounded alarm bells in my little brain. No mention is made that the tail fin will need trimming to fit and that there appear to be two types on the IIIC: the standard fin as supplied and one with an extended fillet as on the backbone of this model. I assume that part of these moulds are used for the Mirage III, Mirage V and the Cheetah/Kfir models, as canard wings are also on the sprues. After several hours going through all I could find on the Mirage III, I decided to use the extended fillet and modify the fin. Also included on the sprues are the fuselage and underwing fuel tanks, as well as Sidewinder missile rails and the later Matra Magic rails but not the missiles.

As usual you start with the cockpit assembly which comprises a resin tub, nicely detailed ejector seat, white metal joystick and a resin instrument panel. I painted the cockpit floor and the instrument dials an almost matt black with the rest a very dark grey mix with the seat straps picked out in middle blue to show a contrast. The assembly notes mention that the straps could be mid blue, bronze and or olive. Once cut off their resin bases and cleaned up these parts go together quite well. The resin nose wheel bay is next and this and the cockpit assembly need a lot of trimming down and trial fitting before they are glued together and fitted on half of the fuselage.

Quite a lot of trimming and flash removal is needed to get the cockpit assembly and the fuselage halves to mate correctly. High Planes as usual do not put locating pegs and holes on their limited run kits so lining up the fuselage halves is critical. On my model the fuselage halves were slightly different lengths so I got the nose correctly lined up, tacked in position with superglue and taped together (after adding nose weight) and used a peg and masking tape to hold the tail end in position while I assembled the jet pipe. This needed a lot of trimming to fit in the tail and was painted a mixture of silver, dark brown and black to give a burnt metal effect. Once I was satisfied with the fit and location, I superglued the fuselage together as well as the tail pipe. Once dry the rear of the fuselage was trimmed so that both halves were the same length and gently smoothed off with wet and dry paper.

The wings were now tackled, after carefully removing them from the sprues and trimming. Unfortunately the lower wing had a hole in it where the pour gate had already parted from the wing. A tiny amount of filler cured this though. The wings will need filing and scraping on their mating surfaces to get a good fit. The tops of the undercarriage bays need partial thinning down as do the edges of the top wing to prevent a pronounced hump on the upper wings. Careful as the bays end up quite thin at the edge. Once glued together and left to dry, the wings were attached to the fuselage.

The wings went on quite well, but the starboard wing needed a little filler along the fuselage joint, whereas the port one was a perfect fit. The air intakes required a lot of trial fitting and trimming to get a reasonable fit, but a little filler was needed to hide the joint. The tail fin was cut at the front panel line and trial fitted to the fuselage, the rear tubular fin extension marked and cut off. The fin was then glued into position. The rear fin extension attached to the fuselage slightly overhangs the tail pipe as per the photographs I have; the one on the tail fin is a little short although it has a slightly better shape.

According to the instruction sheet a small ventral fuel tank is glued into position and a ventral fin has to be cut out of plastic card. If I did this there was not enough room to glue the fin in the correct position. Instead I used the shaped ventral fuel tank supplied on the sprue. If I find out I am wrong I will change it. At this stage the model was painted Humbrol Middle Blue, but by the time it had a couple of coats of Johnson's Kleer (one prior to adding the decals and one after) and a dark wash to bring out most of the panel detail it then looks about right to me anyway. The underside was painted silver.

Once the painting and decalling was complete and left to dry properly, the vac-formed canopy was gently cut out and offered up to the model. Unfortunately I had been a little over-enthusiastic about getting the cockpit assembly in position, and had superglued it 1mm too far forward and had cut a little too far down the fuselage sides to get the instrument panel to fit. A little filler, PVA glue and a thin strip of masking tape at the rear of the canopy appear to cover my mistake.

The undercarriage goes into place with no problems but the nose wheel retraction ram needs shortening quite a lot. The instructions appear vague about the nose wheel door and it appears to be closed with the wheels down. The white metal parts are very brittle; mine were slightly bent so you guessed it, I broke the tip off the nose probe trying to straighten it.

Accuracy

I could not verify the accuracy of the length for the Mirage IIIC as all my books listed the IIIE. The span of 15.56 metres scales down to 114.2mm and the model measures 115mm so I think as usual that High Planes are spot on in their sizes. According to the Encyclopedia of World Aircraft the height is 4.5m which scales down to 62.5mm. The model stands at 69mm so the undercarriage legs are a little long if sitting under load.

Colour Options

There are four colour options included; two are Tan and Dark Brown with I assume Middle Blue undersurfaces (FS 26329). Perhaps one day someone will make a complete cross reference chart so us mortals can work out all our Humbrol, FS. and RLM etc. numbers. The third option is Natural Metal with a Gloss Red air intake rim. Number four is PRU Blue with Matt Silver undersides.

Decals

Decals are on a 3x4 inch sheet which is nicely printed and in register with a Matt finish and a little carrier film around each decal. You have the option to make up one of five differently marked aircraft on this sheet. Two camouflaged, one natural finished and two in PRU Blue. The separate centre blue dots for the roundels look a little dark to me though.

The decals are thin and opaque, need only a few seconds in lukewarm water but do silver slightly. This disappears with a coat of Klear though. The long wing walk stripes are very delicate and break up easily.

Decal Rating = 8/10.

Conclusion and Recommendations

Compared to the big manufacturers' kits, a lot of filing, scraping and patience is needed to make a nice job of one of these kits. I think the end result is well worth it for a nice accurate model. Can we have two canopies though. Highly recommended.

My thanks to High Planes Models for the review sample.

Mike Kingsley

Revell

Thank You

Scale Aviation Modeller International would like to thank Revell®, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 2000.

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News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

Cutting Edge
1/72nd Scale
CEC72014 F-86A Conversion (Fujimi) {$25.99} [r/eb]
CEC72015 F-86E 'Early' Conversion (Fujimi) {$16.99} [r]
CEC72016 F-86E 'late' Conversion (Fujimi) {$13.99} [r]
CEC72017 F-86F-40/Sabre Mk 6 Extended Slats (Fujimi) {$13.99} [r]
1/48th Scale
CEC48109 F6F Corrected Cowl (Hasegawa) {$11.99} [r]
CEC48184 B-25 Corrected Cowls (Accurate Miniatures) {$14.99} [r]
CEC48196 F-86A Conversion (Hasegawa or Academy) {$34.99} [r/eb]
CEC48197 F-86E 'Early' Conversion (Hasegawa or Academy) {$22.99} [r]
CEC48198 F-86E 'late' Conversion (Hasegawa or Academy) {$17.99} [r]
CEC48199 FuG 16ZY Antenna {$5.99} [br]
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CEC48250 F-104G/J Super Detailed Cockpit (Hasegawa) {$15.99} [r]
CEC48251 F-104G Super Detailed Cockpit (Monogram) {$15.99} [r]
CEC48252 F-104C Super Detailed Cockpit (Monogram) {$15.99} [r]
CEC482543 F-104A Super Detailed Cockpit (Monogram) {$15.99} [r]
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CEC48254 Lockheed C-2 Ejection Seat Without Seat Harness {$6.99} [r]
CEC48256 Martin Baker GQ7 Ejection Seat With Harness {$6.99} [r]
CEC48256 Martin Baker GQ7 Ejection Seat Without Harness {$6.99} [r]
1/32nd Scale
CEC32026 MiG-15/MiG-17 Bulged Wheels (Trumpeter) {$7.99} [r]
CEC32048 MiG-15 Super Detail Cockpit (Trumpeter) {$24.99} [r]
CEC32049 Israeli F-4 Phantom Refueling Probe (Tamiya) {$7.99} [r]
CEC32052MiG-15 Intake Splitter (Trumpeter) {$9.99} [r]
CEC32053MiG-15/MiG-17 Ejection Seat (Trumpeter) {$11.99} [r]
CEC32054 Soviet ASP-3N/PBP-1B Gunsight {$4.99} [r]

Teknics
TK48071 F7F Tigercat Landing Gear (AMT/Ertl) {$24.99} [br]

Black Box
1/48th Scale
48011 F-101B Voodoo Cockpit Set (Monogram) {£20.00} [r]
1/32nd Scale
32002 F-16A Cockpit Set (Hasegawa) {£26.00} [r]

RVHP
1/72nd Scale
7240 Grumman TBM-3W Avenger Conversion (Hasegawa) {£22.50} [r]

CMK
1/48th Scale
4065 Ta 154 Interior (Revell-Monogram) {£9.85} [r/eb]

NOTE:
Items shown in parenthesis ( ) indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known price and those in [ ] indicate the medium used as listed below

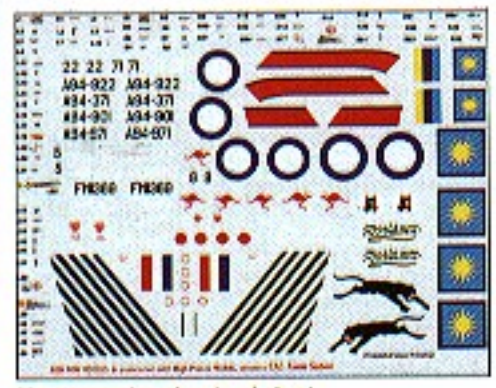
Key
ac = Acetate
br = Brass
dec = Decals
eb = Etched Brass (or Steel)
gl = Glass
i = Injection Moulded Plastic
ma = Die-cut Mask
p = Plastic (Soft)
r = Resin
vf = Vac-formed Plastic (or Clear)
wm = White Metal (or Pewter)

Red Roo Models

1/48th Scale

Subject: CAC Avon Sabre
Scale: 1/48th **Product No.:** 48121
Type: Conversion
Designed for: Academy or Hasegawa kits
Parts: Limited-run Injection Moulded Plastic 5
Price: Aus$27.95 **Also Includes:** Decals
Includes: Left and right fuselage halves to replace those in the Academy or Hasegawa kits, new intake ring, ventral panel and section of intake trunk. The set also includes a large 20 page set of instructions. These include a detailed stage-by-stage set of instructions for the conversion, plus colour side profiles for the decal options and even details of suitable paints to use. The set is completed with a large decal sheet, that offers markings for the following machines.

- 1. A94-971, No. 3 Squadron, RAAF, late 1958
- 2. A94-901. Black Panthers Aerobatic Team, No. 76 Squadron, RAAF, 1965.
- 3. A94-922, Marksmen Aerobatic team, No. 2 OCU. RAAF. 1966.
- 4. A94-371, Marksmen Aerobatic Team, No. 2 OCU, RAAF, 1966.
- 5. FM1983, No. 11 Squadron, Royal Malaysian Air Force, 1971
- 6. FM1979, No. 11 Squadron, Royal Malaysian Air Force, 1971
- 7. FM1901, No. 11 Squadron, Royal Malaysian Air Force, 1971
- 8. FM1369, No. 11 Squadron, Royal Malaysian Air Force, 1971

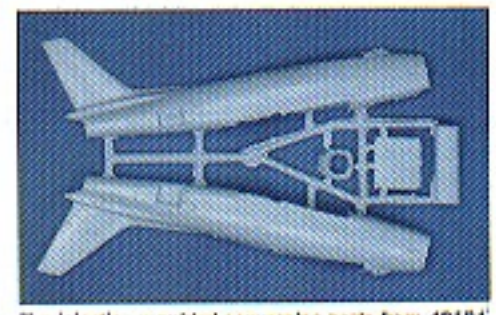

The comprehensive decal sheet

A full set of stencils is also included, along with a clear guide in the instructions as to their correct location on the airframe.

Conclusion

An excellent conversion, and one that will appeal to many I am sure. The RAAF options are extremely colourful, but for many the inclusion of Royal Malaysian Air Force markings will be just too good to miss!

Our thanks to Red Roo Models for the review samples. Currently, UK modellers will have to go directly to Red Roo to obtain examples.


The injection moulded conversion parts from 48121

Fotocut

This is a firm that can truly claim to be the first commercial manufacturers of etched detail sets for aircraft modellers in the world, and during our recent trip to the USA we were passed their latest set.

1/48th Scale

Subject: Republic P-47
Scale: 1/48th **Product No.:** N/K
Type: Conversion **Designed for:** Hasegawa kit
Parts: Etched Brass 63 **Price:** $9.95
Includes: This set is designed for use with the Medallion P-47 update set, and is therefore designed to fit that set when it is installed in the Hasegawa kit. The main details are for the cockpit, with new sidewall details, rudder pedals and instrument panel. The other components are the flap linkage and the compression links for the main undercarriage. For any of you not familiar with the Fotocut range you may be wondering where the fret is around the pieces. The answer is that there isn't one, and to release the individual parts from the backing paper it has to be soaked in acetone.

Conclusion

Fotocut certainly make some of the most intricate sets you will see and the quality and detail has to be seen to be fully appreciated. This latest set will add considerable detail to your Hasegawa kit, with or without the Medallion set installed.

Our thanks to Fotocut for the review sample. As far as we are aware, UK modellers can obtain this range via Aeroclub.

P-47 Detail Set

PJ Productions

1/72nd Scale

Subject: Two German Pilots, Sitting (WWII)
Scale: 1/72nd **Product No.:** 721110
Type: Figure Set **Designed for:** N/A
Parts: Resin 8 **Price:** £TBA
Includes: In this pack you get two (almost) identical German pilots moulded in the seated position. Each figure is moulded in four parts and I say 'almost' as the head position of each is set to either the left or right.

1/48th Scale

Subject: French Pilot WWII
Scale: 1/48th **Product No.:** 481112
Type: Figure Set **Designed for:** N/A
Parts: Resin 4 **Price:** £TBA
Includes: This figure is also depicted in a seated position, although his hand is depicted signaling to a ground crewman. The figure is cast in four parts; torso and head, legs and each arm

Conclusion

Each of these figures is well cast, with good facial expressions and good overall detail. The casting is excellent, and each will benefit from careful painting and dry brushing.

Two German Pilots, Sitting (721110) before ...

... and after painting

Our thanks to PJ Productions for the review samples.

French Pilot WWII (481112) before ...

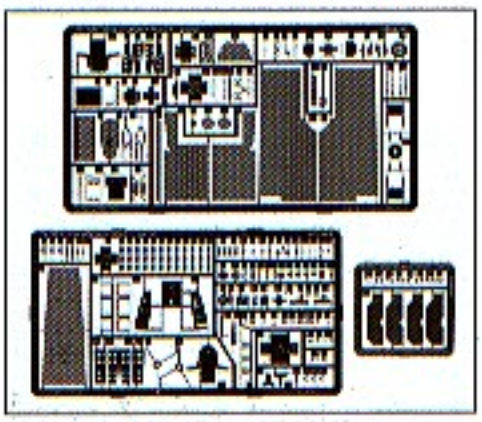
... and after painting

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Eduard M.A.

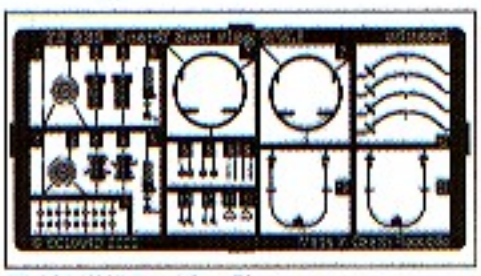
1/72nd Scale

Subject: Bristol Beaufighter Mk 21
Scale: 1/72nd
Product No.: 72-327
Type: Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 215, Acetate 6
Price: £9.50
Includes: New side consoles, throttle levers, control yoke, trim wheel, rudder pedals, seat harness and sidewalls for the cockpit area, plus fuselage ribs, floor, seat and frame, ammo boxes and radio equipment for the rear fuselage. Also included are undercarriage door details, rocket fins, air intake shutters, engine collector ring support, pitot, downward ident lamps, rudder linkage, aerial mast and base.

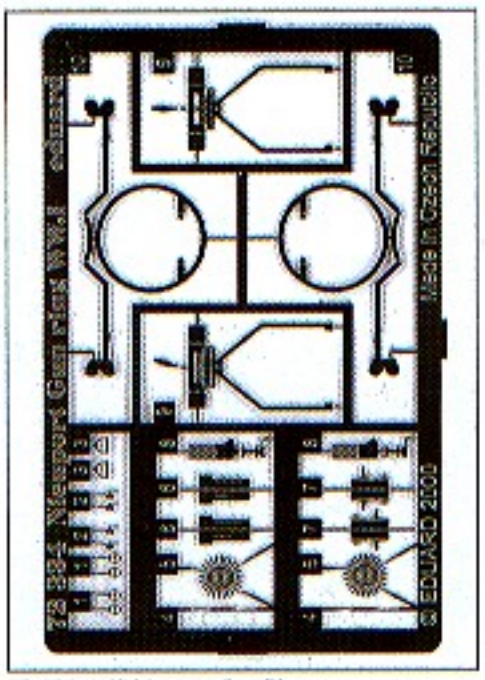


72-327 Bristol Beaufighter Mk 21 (Hasegawa)

Subject: WWI Scarf Gun Ring
Scale: 1/72nd
Product No.: 72-333
Type: Accessory
Designed for: N/A
Parts: Etched Brass 24
Price: £3.99
Includes: Two complete machine guns and their associated scarf rings. The breech and ammo drum for each gun are included, but the modeller will have to make the barrels for each from plastic rod.



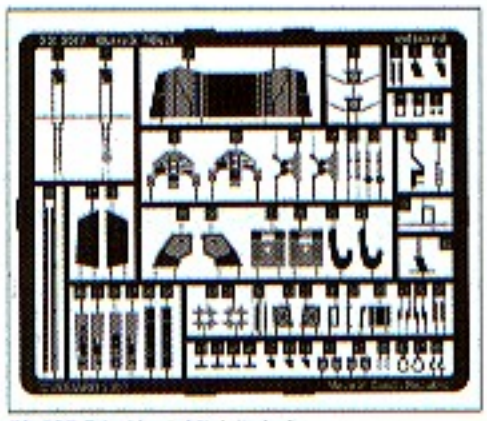
72-333 WWI Scarf Gun Ring



72-334 WWI Nieuport Gun Ring

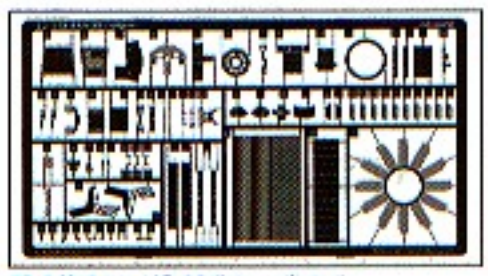
Subject: WWI Nieuport Gun Ring
Scale: 1/72nd
Product No.: 72-334
Type: Accessory
Designed for: N/A
Parts: Etched Brass
Price: £3.99
Includes: This set offers two machine guns and scarf rings, which will have to be assembled in the same manner as noted in the previous set.

Subject: BAe Hawk Mk I
Scale: 1/72nd
Product No.: 72-337
Type: Detail Set
Designed for: Italeri kit
Parts: Etched Brass 76, Acetate 4
Price: £TBA
Includes: Ejection seat harness, instrument panels (with acetate backing film), side consoles, rudder pedals, canopy sills, canopy mirrors, HUD frame, undercarriage bay inserts, undercarriage door details, wing fences, ventral fins and various blade antenna.



72-337 BAe Hawk Mk I (Italeri)

Subject: Saab JAS-39 Gripen
Scale: 1/72nd
Product No.: 72-343
Type: Detail Set
Designed for: Italeri kit
Parts: Etched Brass 72, Acetate 1
Price: £TBA
Includes: Ejection seat harness, instrument panel (with acetate backing film), side consoles, rudder pedals, rear bulkhead detail, engine exhaust, undercarriage compression linkage, undercarriage door linkage, canopy mirrors and various blade antenna.



72-343 Saab JAS-39 Gripen (Italeri)

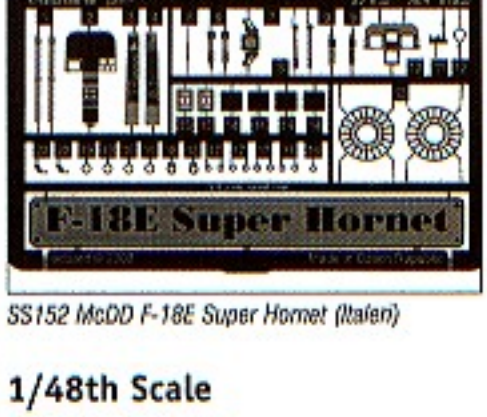
'Zoom' Series

Subject: Dornier Do 335
Scale: 1/72nd
Product No.: SS148

SS148 Dornier Do 335 (Dragon/Revell)

Type: Detail Set
Designed for: Dragon/Revell kits
Parts: Etched Brass 54, Acetate 5
Price: £1.99
Includes: rear bulkheads, side consoles, throttle levers, seat harness, instrument panel (with acetate backing film), sidewall detail, supercharger intake mesh and compression links for each oleo leg.

Subject: McDD F-16A/B Fighting Falcon
Scale: 1/72nd
Product No.: SS151
Type: Detail Set
Designed for: Italeri kits
Parts: Etched Brass 43, Acetate 3
Price: £1.99
Includes: Ejection seat harness, side consoles, instrument panel (with acetate backing film), towing eyelets and various blade antenna.



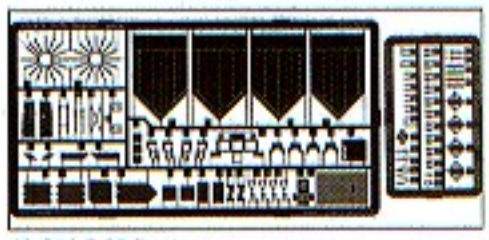
SS151 McDD F-16A/B Fighting Falcon (Italeri)

Subject: McDD F-18E Super Hornet
Scale: 1/72nd
Product No.: SS152
Type: Detail Set
Designed for: Italeri kits
Parts: Etched Brass 41, Acetate 3
Price: £1.99
Includes: Ejection seat harness, side consoles, HUD frame, instrument panel (with acetate backing panel), engine turbines, towing eyelets and blade antenna.

SS152 McDD F-18E Super Hornet (Italeri)

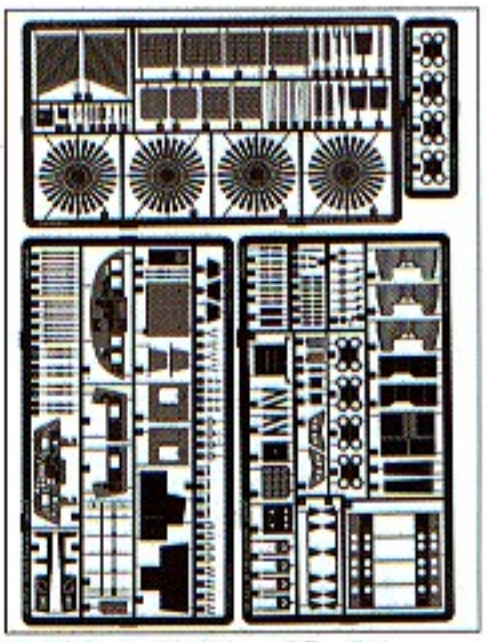
1/48th Scale

Subject: F-22 Raptor
Scale: 1/48th
Product No.: 48-311
Type: Detail Set
Designed for: Italeri kits
Parts: Etched Brass 97, Acetate 1
Price: £TBA
Includes: Instrument panel (with both decal and acetate backing films), side consoles, ejection seat harness, ejection seat rail, missile bay door linkage, undercarriage details, canopy locks, engine compression fans and various mesh panels for the airframe.



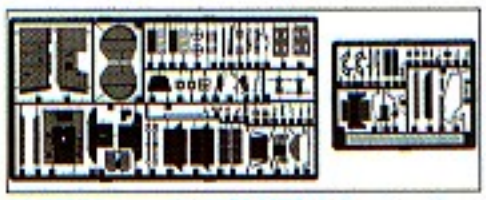
48-311 F-22 Raptor

Subject: Rockwell B-1B Lancer
Scale: 1/48th
Product No.: 48-325
Type: Detail Set
Designed for: Revell© kit
Parts: Etched Brass 210, Acetate 4
Price: £9.50
Includes: Ejection seat harness, instrument panel (with decal and acetate backing films), cockpit sidewall and floor details, nose undercarriage well ribs, access ladder, main undercarriage bay details, undercarriage oleo details, afterburner rings, bomb bay details and various antenna etc for the exterior of the airframe.

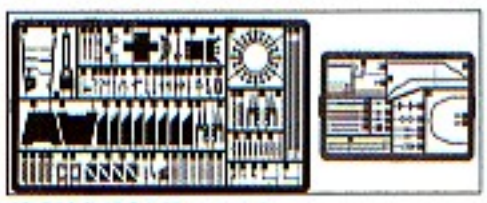


48-325 Rockwell B-1B Lancer (Revell©)

Subject: Messerschmitt Bf 109G-6
Scale: 1/48th
Product No.: 48-326
Type: Detail Set
Designed for: Academy & Hobbycraft kits
Parts: Etched Brass 87, Acetate 4
Price: £8.15
Includes: Engine exhaust glare guards, radiator matrix, wheel well roofs, oil cooler door, cockpit sidewalls, cockpit floor, seat, rudder pedals, seat harness, instrument panel (with acetate backing film), oleo leg compression linkage, DF loop and canopy details.



48-326 Messerschmitt Bf 109G-6 (Academy & Hobbycraft)



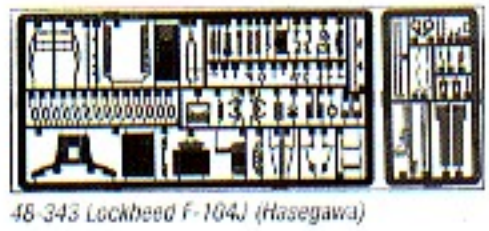
48-331 F-16CJ (Hasegawa)

Subject: F-16CJ
Scale: 1/48th
Product No.: 48-331
Type: Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 124, Acetate 4
Price: £6.65
Includes: Ejection seat harness, rudder pedals, instrument panel (with acetate backing film), HUD frame, air brakes, undercarriage and undercarriage bay details, afterburner rings, canopy locks, missile fins, static wicks and various airframe antenna.

Accessories

48-332 Dornier Do 335A Pfeil (Tamiya)

Subject: Dornier Do 335A Pfeil
Scale: 1/48th
Product No.: 48-332
Type: Detail Set
Designed for: Tamiya kit
Parts: Etched Brass 70, Acetate 7
Price: £TBA
Includes: Ejection seat harness, instrument panel (with acetate backing film), sidewall details, rudder pedals, side consoles, bomb bay details, bomb fins, access ladder, radiator doors, DF loops and various main and nose wheel oleos



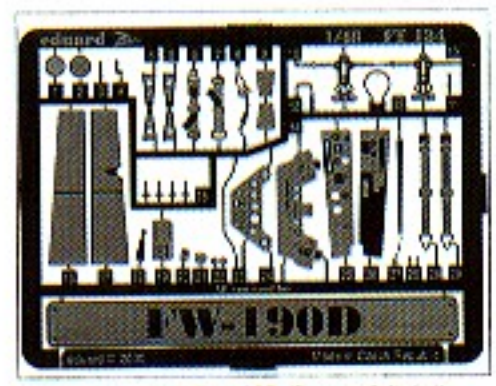
48-343 Lockheed F-104J (Hasegawa)

Subject: Lockheed F-104J
Scale: 1/48th
Product No.: 48-343
Type: Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 105, Acetate 2
Price: £TBA
Includes: Ejection seat and harness, rudder pedals, instrument panel (with acetate backing film) side consoles, HUD, canopy rails, ventral parachute bay, undercarriage bay details, engine exhaust and various antenna.

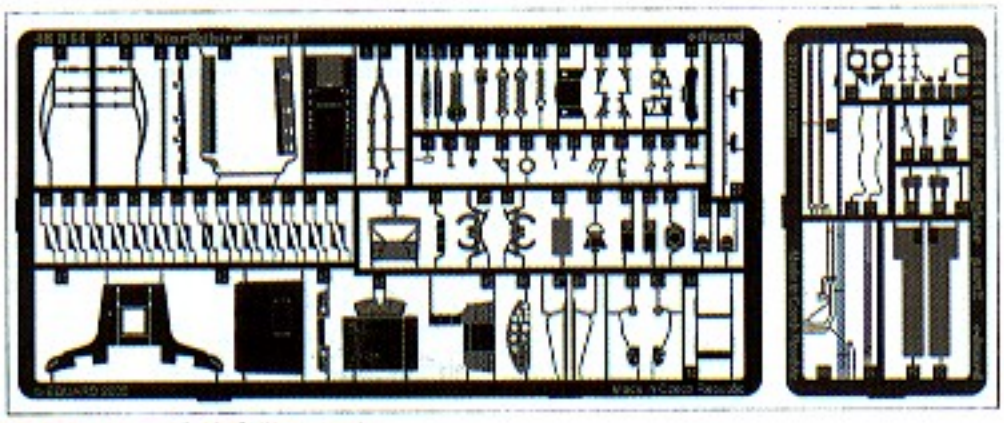
Subject: Lockheed F-104C
Scale: 1/48th
Product No.: 48-344
Type: Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 105, Acetate 2
Price: £TBA
Includes: Ejection seat and harness, rudder pedals, instrument panel (with acetate backing film) side consoles, HUD, canopy rails, ventral parachute bay, undercarriage bay details, engine exhaust and various antenna.

'Zoom' Series

Subject: Focke Wulf Fw 190D
Scale: 1/48th **Product No.**: FE124
Type: Detail Set
Designed for: Dragon & Italeri kits
Parts: Etched Brass 35, Acetate 2
Price: £2.50
Includes: Seat harness, side consoles, rudder pedals, oleo compression links, instrument panel (with acetate backing film), canopy grab rails, FuG mast and DF loop.

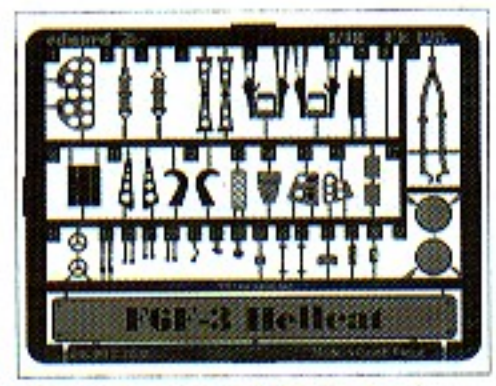


FE124 Focke Wulf Fw 190D (Dragon & Italeri)



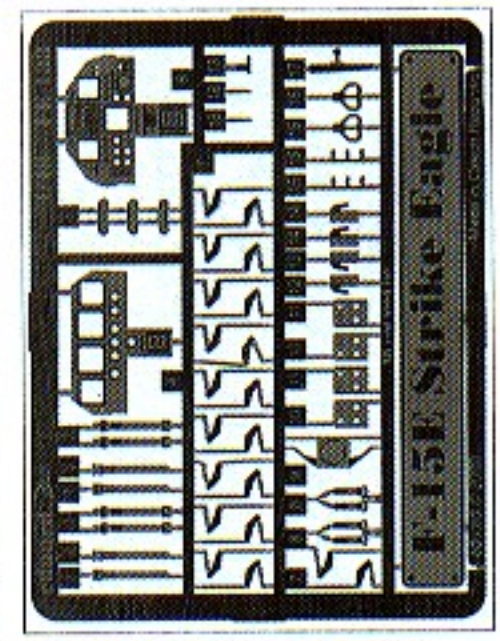
48-344 Lockheed F-104C (Hasegawa)

Subject: Grumman F6F-3 Hellcat
Scale: 1/48th
Product No.: FE125
Type: Detail Set
Designed for: Hasegawa kits
Parts: Etched Brass 43, Acetate 3
Price: £TBA
Includes: Instrument panel (with acetate backing film), side console details, rudder pedals, seat harness, oleo compression linkage, oil cooler matrix, rear view mirror and undercarriage up-locks.



FE125 Grumman F6F-3 Hellcat (Hasegawa)

Subject: McDD F-15E Strike Eagle
Scale: 1/48th
Product No.: FE133
Type: Detail Set
Designed for: Academy kit
Parts: Etched Brass 53, Colour Film 2
Price: £TBA
Includes: Ejection seat harness, instrument panel (with colour film backing), rearview mirrors, canopy sill locks, HUD frame, sidewall details and various airframe antenna.



FE133 McDD F-15E Strike Eagle (Academy)

Conclusion

Each of these sets is produced in the standard nickel-plated brass, but in a few of them you will note that the acetate film is either backed-up by, or replaced by, a colour film. This will make the instruments far more 'visible' once completed.

Our thanks to Eduard M.A. for the review samples. UK modellers can obtain examples from LSA Models and Hannants.

Cobra Company

1/72nd Scale

Subject: Boeing 377 Stratocruiser
Scale: 1/72nd
Product No.: 72008
Type: Detail Set
Designed for: Academy kit
Parts: Resin 15, White Metal 4
Price: $29.95
Includes: This set offers four new propellers in white metal, with new engine nacelles, exhausts, main and nose wheels plus the nose wheel steering cylinder cast in resin. These parts are offered as direct replacements for the kit components and therefore will require no modification before they are installed.

72008 Boeing 377 Stratocruiser (Academy)

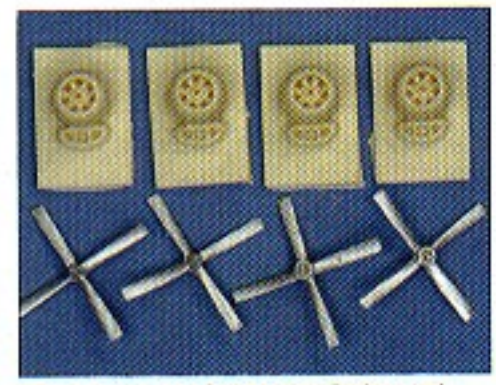
Subject: Boeing C-97 & KC-97
Scale: 1/72nd
Product No.: 72009
Type: Detail Set
Designed for: Academy kit
Parts: Resin 18
Price: $24.95
Includes: This set offers the same resin components as the previous one, plus the two light strips fitted underneath the fuselage and the small radome that was fitted to some machines.

72009 Boeing C-97 & KC-97 (Academy)

1/144th Scale

Subject: Boeing 377 Stratocruiser Engines and Propellers
Scale: 1/144th
Product No.: 44004
Type: Accessory
Designed for: Minicraft kit
Parts: Resin 4, White Metal 4
Price: $14.95
Includes: This set offers replacement engine nacelles in resin and propellers in white metal, which are direct replacements for the kit components

Subject: Boeing KC-97L
Scale: 1/144th
Product No.: 44005
Type: Conversion & Detail Set
Designed for: Minicraft kit
Parts: Resin 13, White Metal 4
Price: $17.95
Includes: This set offers replacement engines and propellers, as per the previous set, plus the jet pods and pylons and three sizes of radomes.



44004 Boeing 377 Stratocruiser Engines and Propellers (Minicraft)

44005 Boeing KC-97L (Minicraft)

Conclusion

These are excellent sets, all extremely well cast with excellent detail and can be highly recommended to any of you with the Minicraft and Academy kits in your collections.

Our thanks to Cobra Company for the review samples. All modellers should note that Cobra products are now only available directly from them. See their advertisement elsewhere for ordering details etc.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK

NEW Photoetch

48 336 I-16 Type 10 Rata
48 346 F-15E Strike Eagle
72 344 Ju-188
72 346 F-84 E/G Thunderjet

NEW Photoetch ZOOM

FE 121 T-6G Texan
FE 130 Bf-109 G6
FE 132 F-16C Fighting Falcon
SS 156 F-117 Stealth
SS 160 M-24D Hind
SS 142 D-520
SS 143 MS-406

NEW Masks

XF 352 Albatros D.V Tail Surfaces outline
XS 525 Albatros D.V Tail Surfaces outline

48 335 I-16 Type 10 "Rata"

NEW Masks 1/32

XL 002 F-14 Tomcat
XL 003 F-4 Phantom II
XL 004 F-16 Fighting Falcon
XL 005 F-4U Corsair
XL 006 MiG-17/MiG-15
XL 007 Me-163 Komet
XL 009 FW-190

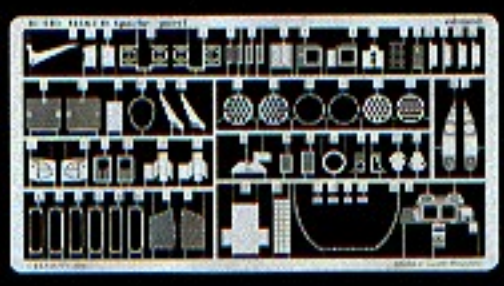
1/48

XF 070 Ki-46 Dinah III Kai
XF 071 M6A Seiran
XF 075 F-15E Strike Eagle
XF 076 F-7F Tigercat
XF 079 Spitfire Mk. XIV
XF 080 AH-64 Apache

1/72

XS 074 Mig-29 Fulcrum
XS 075 C-47/AC-47 Gunship
XS 076 MS-406
XS 077 F-15E Strike Eagle
XS 078 F-84 E/G Thunderjet
XS 079 Ju-188

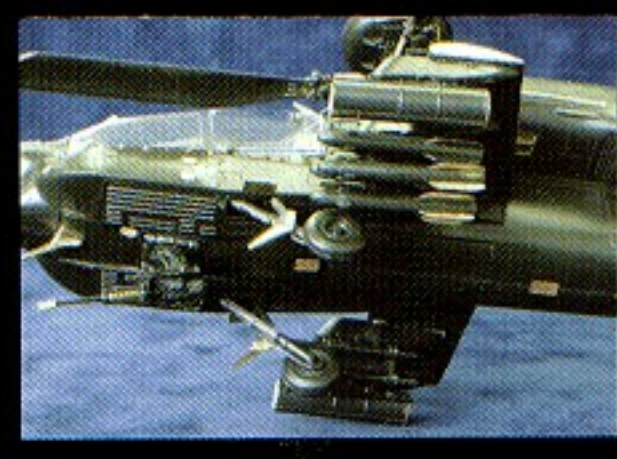
eduard



is photo etch

48 340 AH-64 D Apache Longbow

48 340 AH-64 D Apache Longbow



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FP827 - Kill Markings
1/48th Scale
Illustrated Kill Markings

Albatros Modelworks
1/72nd Scale
ALC-72004 The Thud Alley - F-105 Nose Art

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72-010 McDD F/A-18C (VFA-15 & VFA-27) Price: $8.00/£6.75

Tauro Model
1/72nd Scale
72-526 Aerobatic Teams (F-86 & F-84)
72-557 - Italian National Insignia & Numerals
72-572 Low-Vis F-104 Insignia
1/48th Scale
48-511 A.M.I. Serial Numbers
1/32nd Scale
32-507 A.M.I. Serial Numbers
32-530 Italian Low-Vis F-104 Stencilling
32-531 Low-Vis F-104 Insignia

Scale-Master

A couple of samples from this range were passed to us for review by Pacific Aero Press during our recent visit to the USA.

1/72nd & 1/144th Scales

SM-42A - Red USAF Letters and Numbers
This two-sheet pack offers a massive selection of letters and numbers in red, each of which is clearly identified by 'real' size.
The only price we currently have for this pack is $5.50.

SM-43S - White USN/USMC Letters inc Ship Names
This two-sheet pack offers a mass of 'Marine', 'Navy' and 'United States'

SM-42A - Red USAF Letters and Numbers

legends, along with a good selection of ships' names all in white characters. The second sheet also includes a good selection of numbers and letters so you can make up your own titles and serial numbers.
Once again this set is S5.50.

SM-42A - Red USAF Letters and NumbersSM-43S - White USN/USMC Letters inc Ship Names

Conclusion

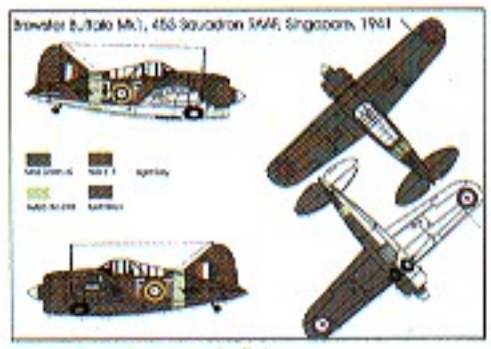
Excellent sheets, well worth having and sure to be put to thousands of applications. Our thanks to Pacific Aero Press for the review samples.

Red Roo Models

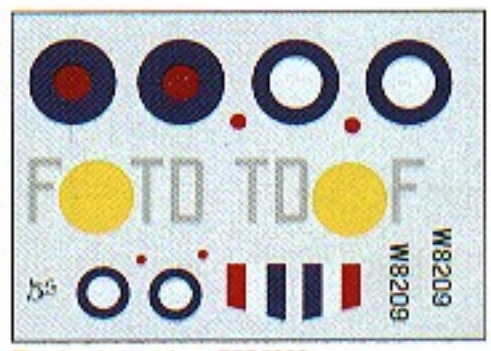
This Australian firm have been busy of late, with a number of new decals and accessory releases. Samples of the former have all been passed directly to us for review.

1/72nd Scale

RRD7206 - Brewster Buffalo
•1. Buffalo Mk I, W8209, TD•F, flown by Sgt M.N. 'Mac' Read of No. 453 Sqn (RAAF) based in Singapore, December 22nd, 1941.
RRD7207 - Brewster Buffalo
•1. Buffalo Model 339-23, A51-13, flown by Flt Sgt John Bailey of No. 25 Sqn (RAAF), 1942.



RRD7206 - Brewster Buffalo

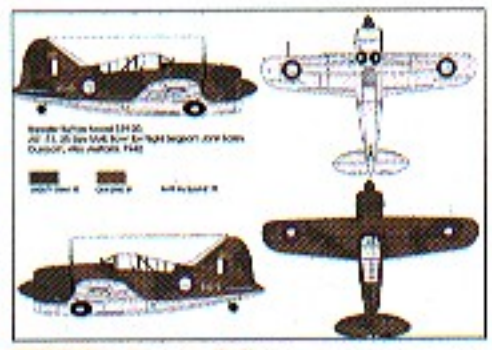


The decal sheet from RRD7206

1/48th Scale

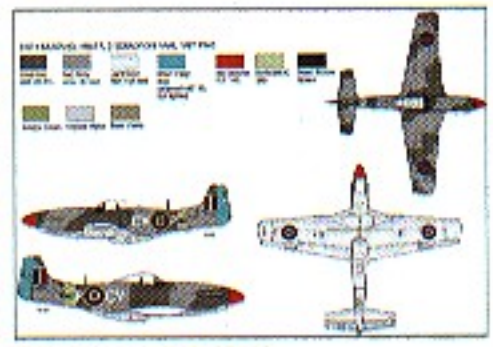
RRD4802 - Mustang Mk IV
•1. Mustang Mk IV, KH667, CV•P, flown by Sqn Ldr P.M. Nash, CO of No. 3 Squadron (RAAF).

This sheet also offers the markings to allow you to build the CAC Mustang Mk 21, VH-JUC, which was restored in VH667's colours in 1999.

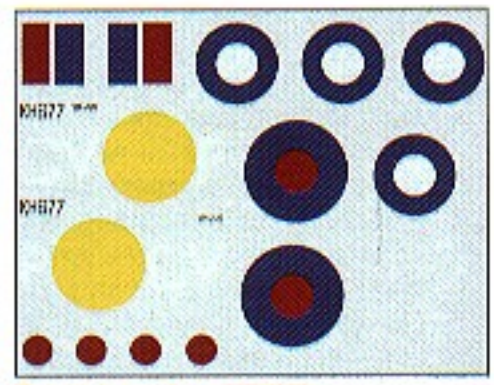


RRD7207 - Brewster Buffalo

The decal sheet from RRD7207



RRD4802 - Mustang Mk IV



The decal sheet from RRD4802

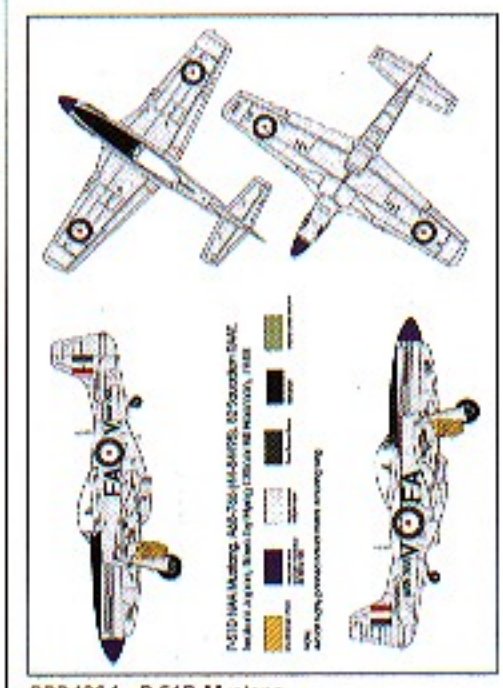
RRD4804 - P-51D Mustang
•1. P-51D, A68-766 (S/No. 44-84495), FA•V, flown by Fg Off Bill Horsman of No. 82 Squadron (RAAF), Iwakuni, Japan, 1948.
Price: Aus$8.90 each

Each of these sheets comes with comprehensive instructions and colour information, in the form of official colour names and reference numbers. The instructions offer a concise history of the depicted aircraft, along with one B&W photo and a set of four-view profiles in colour.

Conclusion

All of these sheets offer some nice 'alternative' schemes, making a change from the usual RAF and USAAF ones. The comprehensive instructions will leave you in no doubt of the correct colour and markings.

Our thanks to Red Roo Models for the review samples.



RRD4804 - P-51D Mustang

The decal sheet from RRD4804

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

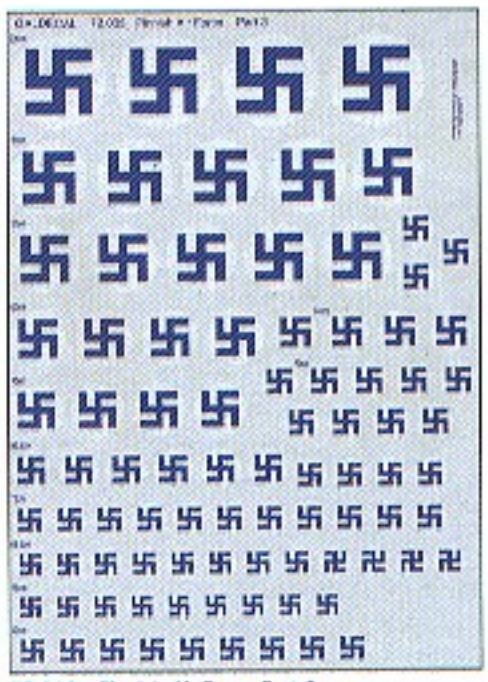
GalDecal

Two new sheets of Finnish national insignia have just been released by this manufacturer, and samples have been passed directly to us for review.

1/72nd Scale

72.003 - Finnish Air Force Part 3
This first sheet offers a selection of Hakaristi (Swastika) in sizes ranging from 65cm diameter to 209cm. The number of each style included is dependent on their size, but on average you get at least four (biggest) or at most twelve (smallest). Price: £5.50

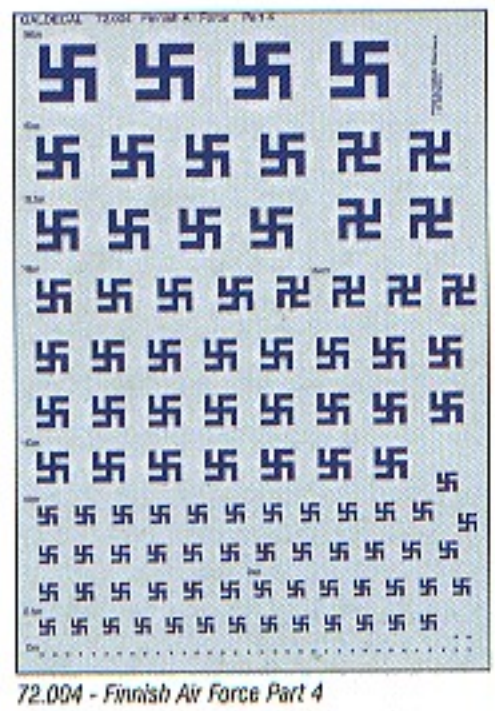
72.004 - Finnish Air Force Part 4
This sheet also offers various sizes of Hakaristi, although this time from 50.5cm diameter up to 180cm. The sheet also offers a selection of 10cm versions of the insignia that were often applied to the propeller blades on some post-war and wartime aircraft. Price: £5.50



72.003 - Finnish Air Force Part 3

Conclusion

It has been ages since any generic Finnish insignia sheets have been on the market so these, and the previous, sheets are most welcome. UK modellers can obtain examples from Hannants.



72.004 - Finnish Air Force Part 4

Our thanks to GalDecal for the review samples.

News

Fox One Decals
1/72nd Scale
FOD 72-004 8th TFW Wolfpack Phantoms (F-4C & F-4D)
1/48th Scale
FOD 48-004 8th TFW Wolfpack Phantoms (F-4C & F-4D)

Sky's Decals
1/72nd Scale
Israeli F-15I 'RAAM'
1/48th Scale
Israeli F-15I 'RAAM'
1/32nd Scale
Israeli F-15I 'RAAM'

Carpena
1/72nd Scale
72.100 Portuguese Air Force Hurricane Price: £4.99
1/48th Scale
48.90 Portuguese Air Force Hurricane Price: £4.99

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.

EagleCals

This month sees a mass of new decals released from this manufacturer and samples of each have been passed directly to us for review.

1/48th Scale

EC#22 - II./JG4(Sturm)
•1. Fw 190A-8/R2, W/nr. 681385, 'White 16', flown by Ofhr. Franz Schaar of 5./JG 4 (Sturm) in September 1944.
•2. Fw 190A-8/R2, 'Blue 21', flown by Maj. Gerhard Schroeder of II./JG 4 (Sturm) based at Welzow, Germany in late 1944.
•3. Fw 190A-8/R2, 'White 20', flown by Uffz. Erich Keller of 5./JG 4 (Sturm) based at Brackenheim, Germany in December 1944.
•4. Fw 190A-8/R2, W/Nr. 682296, 'Yellow 2', flown by Fw. Erich Güldenpfennig, 7./JG 4 (Sturm) from Malmedy, Belgium in January 1945.

EC#25 - B-25C/Ds
•1. Mitchell II (B-25C), FR207, NO•U, 'Flak Joy' of No. 320 (Dutch) Squadron, Melsbroek, Belgium in late 1944.
•2. Mitchell II (B-25C), FR141, NO•B, 'Ouwe Jongens', flown by Sgt Pilot Jan Maas of No. 320 (Dutch) Squadron, Melsbroek, Belgium, Summer 1944.
•3. Mitchell II (B-25C), FR198, NO•C, 'C for Crocodile' of No. 320 (Dutch) Squadron, Melsbroek, Belgium in late 1944.
•4. Mitchell III (B-25J), FR201, NO•Z, 'Blasting Bastard', flown by Adje van Strieland of No. 320 (Dutch) Squadron, Melsbroek, Belgium in late 1944/early 1945.
Price: $9.00 each

1/32nd Scale

EC#23-32 - Doras of the Galland Circus
•1. Fw 190D-9, W/Nr. 600424, 'Red 1' of JV 44, flown by Lt. Heinz 'Heino' Sachsenberg based at Müchen-Riem, Germany in April 1945.
•2. Fw 190D-9, W/Nr. 213240, 'Red 13' of JV 44, flown by Oblt Klaus Faber based at Ainring Airfield, Germany in May 1945.
•3. Fw 190D-9, 'Red 3' of JV 44, flown by Hptm. Waldemat Wübke based at Ainring Airfield, Germany in May 1945.
•2. Fw 190D-9, W/Nr. 170933, 'Red 4' of JV 44, flown by an unknown pilot based at Müchen-Riem, Germany in May 1945.

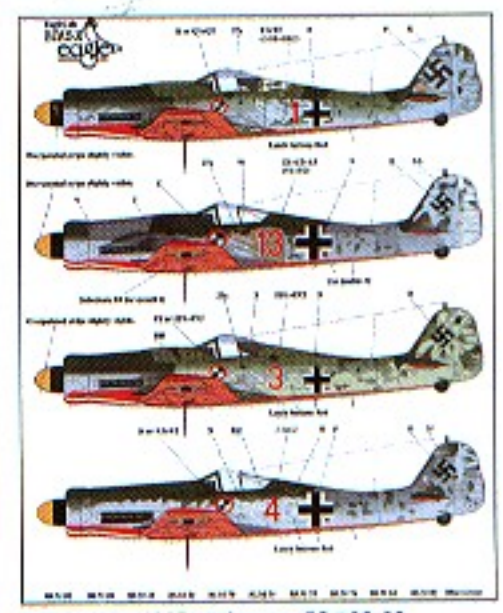
EC#24-32 - Yellow 10
•1. Fw 190D-13/R11, W/Nr. 836017, 'Yellow 10', flown by Maj. Franz Götz of Stab JG 26 from Flensburg, Germany in May 1945.
•2. Fw 190D-9, W/Nr. 210003, 'Red 1', flown by Oblt. Hans Dortenmann the Staffelkapitän of 12./JG 54 based at Achmer, Germany in October 1944.
•3. Fw 190D-9, W/Nr 211018, 'Black 14', flown by an unknown pilot of 2./JG 26 from Fensburg, Germany in May 1945.
•4. Fw 190D-9, W/Nr. 500618, 'Black 10' flown by an unknown pilot of 2./JG 26 from Flensburg, Germany in May 1945.
Price: $10.00 each

Conclusion

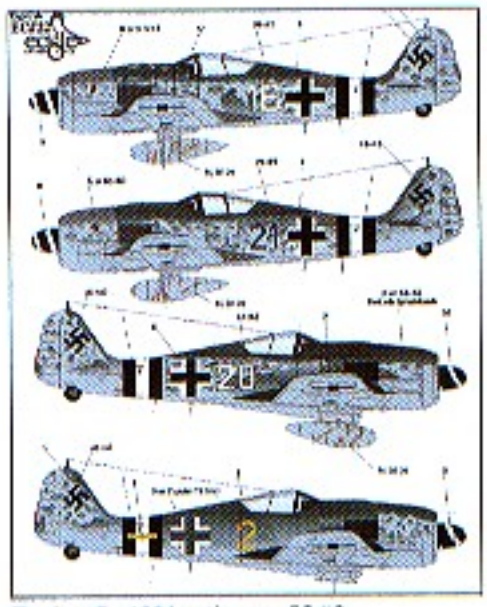
Each sheet comes with full-colour instructions and details of various changes in each version. The decal sheets are superbly printed and offer all unique and national markings for each of the options. Stencilling is only included on EC#22, although EC#24-32 also has a couple of stencils included on it.

Highly recommended to all, with all the Luftwaffe sheets being 'must have' items for all fans of that subject.

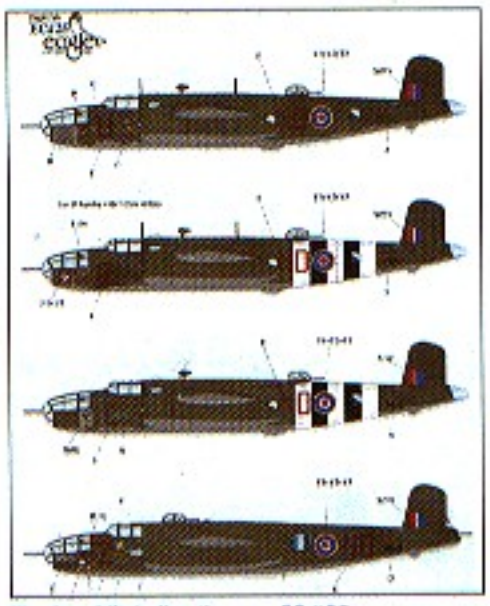
Our thanks to EagleCals for the review samples.



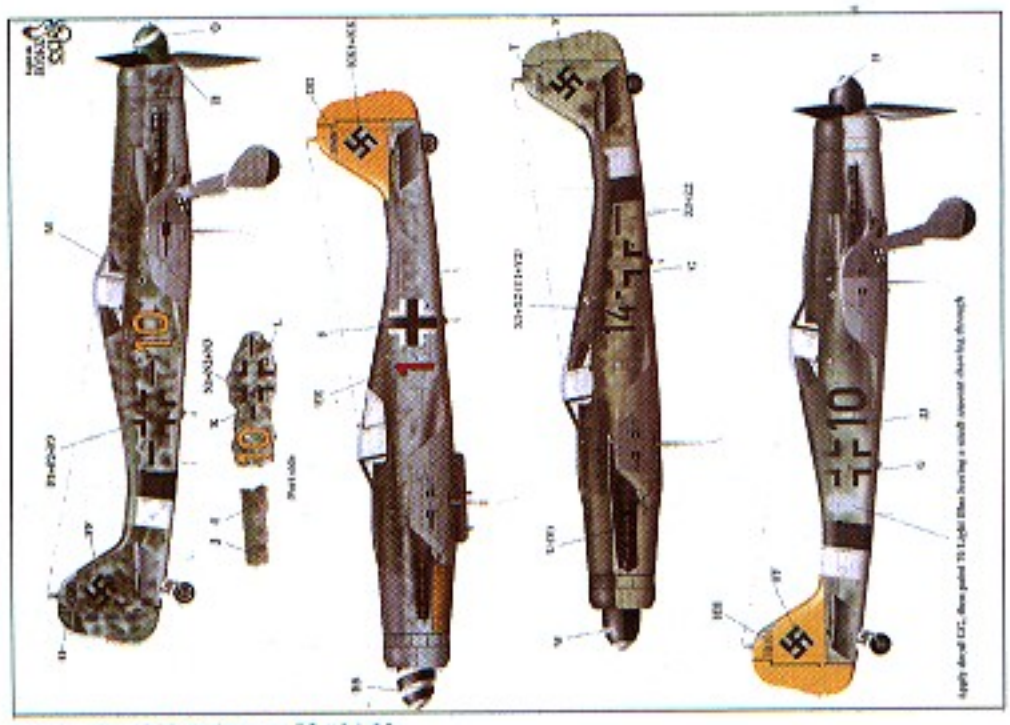
The four Fw 190D options on EC#23-32



The four Fw 190A options on EC#2



The four Mitchell options on EC#25



The four Fw 190D options on EC#24-32

Experts-Choice

The latest batch of new decal sheets by Bare-Metal Foil in their Experts-Choice series has been passed directly to us for review.

1/72nd Scale

72-15 - F-16A

•1. F-16A ADF, 82-1001, 111th Fighter Squadron (FS), Texas ANG, Ellington AFB, Texas, 1992.
•2. F-16A ADF, 82-0926, 119th Fighter Group (FG), 178th FS, North Dakota ANG, Fargo, North Dakota, 1992.
•3. F-16A, 78-0017, 'Miss Majestic' of the 107th FS, 127th Fighter Wing (FW), Michigan ANG, Selfridge ANGB, Michigan, 1993.
•4. F-16A, 79-0342, 'Win or Lose, I'm In', 107th FS, 127th FW, Michigan ANG, Selfridge ANGB, Michigan, 1993.
•5. F-16A, 79-0307, 107th FS, 127th FW, Michigan ANG, Selfridge ANGB, Michigan, 1993.
•6. F-16A, N516NA (ex-82-0976), NASA Langley Research Centre, Langley AFB, Virginia

72-15 - F-16A

72-22 US Blue Bordered National Insignia 1943-1947

This offers a selection of US national insignia in the style stated in 20 to 60 inch diameters in 5in graduations.

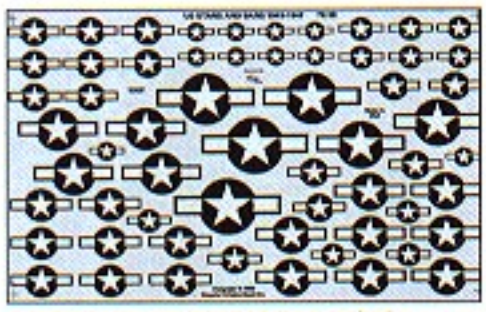
72-23 US Full Color National Insignia from 1947

Another selection of national insignia, this time they are in 15 to 45 inch diameter in 5in graduations.

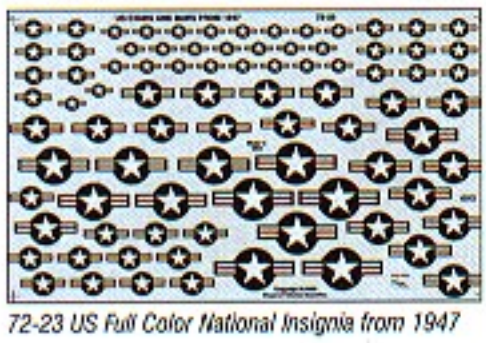
72-24 - US Red Bordered National Insignia 1943

This sheet offers the red bordered 'stars and bars' in 20in to 60in sizes.

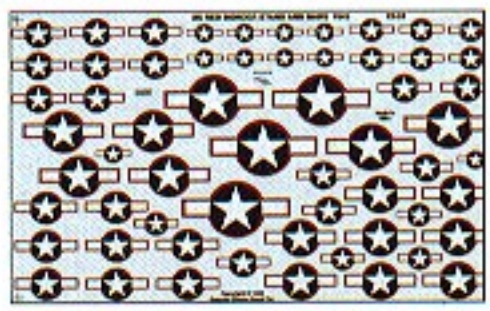
72-25 - US National Insignia 1918-1943



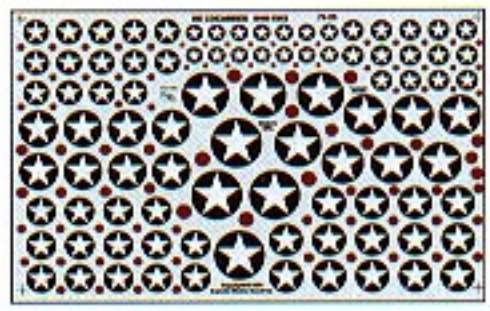
72-22 US Blue Bordered National Insignia 1943-1947



72-23 US Full Color National Insignia from 1947



72-24 - US Red Bordered National Insignia 1943



72-25 - US National Insignia 1918-1943

This final sheet of national insignia offers 20in to 60in sizes with the red central dots as (optional) separate decals.

72-27 - F-84E/G 'Air National Guard'

•1. F-84E-15-RE, 49-2360, 'Miss Jacque II/Kay-Allen' of the 182nd FBS, 136th FBW, 5th Air Force, Taegu AB (K-2), Korea, January 1952.
•2. F-84E-25-RE, 51-496, 196th FBS, 116th FBW, 5th Air Force, Misawa AB, Japan, June 1952.
•3. F-84E-25-RE, 51-512, 159th FBS, 116th FBW, 5th Air Force, Misawa AB, Japan, January 1952.
•4. F-84E-25-RE, 51-542, 11th FBS, 136th FBW, 5th AF, Taegu (K-2), Korea, January 1952.
This sheet includes enough unique markings for each option, plus two complete sets of national insignia. A large 182nd FBS squadron badge is also included, so you can either add it to a display base, or a coffee mug!

72-27 - F-84E/G 'Air National Guard'

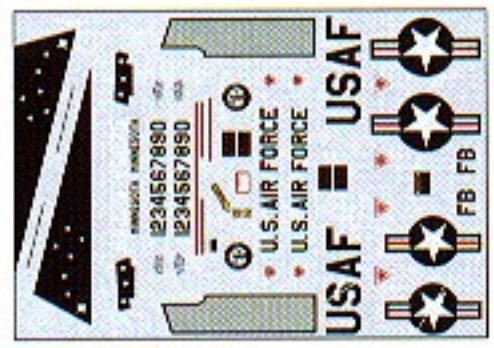
1/48th Scale

48-24 - F-106A/B

This sheet offers markings for an F-106A (S/No 59-0061) and F-106B (S/No. 57-2513) which were used by Detatchment 15 of the Air Force Systems Command as chase planes to B-1s prior to Air Force acceptance. These machines were based at Palmdale Airport in California.

48-24 - F-106A/B

The decal sheet includes all the unique markings for each option, and just one complete set of national insignia.



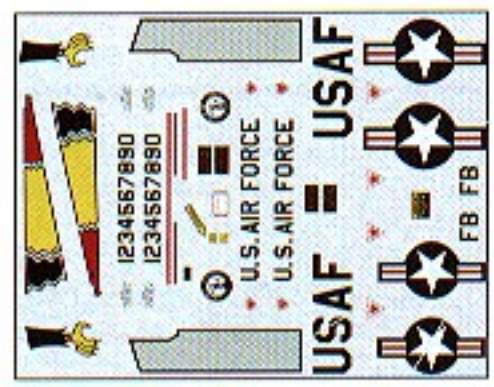
48-25 - F-101B Voodoo

48-25 - F-101B Voodoo

•1. F-101B, 58-0275, 148th FIS, Minnesota ANG, Deluth AFB.
Complete markings, including wing walkways are included on this sheet.

48-26 - F-101B Voodoo

•1. F-101B, 59-0417, 136th FIS, New York ANG, Niagara Falls.
Once again all the markings, plus walkways, are included on this sheet.



48-26 - F-101B Voodoo

48-27 - F-101B Voodoo

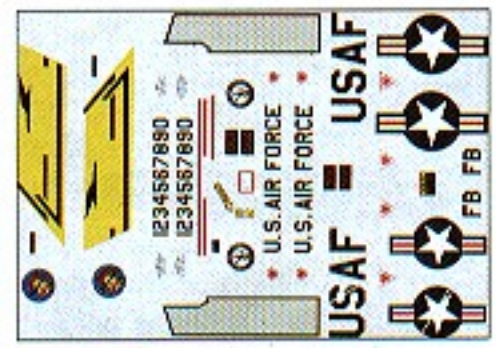
•1. F-101B, 56-0270, 445th FIS, Wurtsmith AFB, Michigan.

48-28 - A-7D

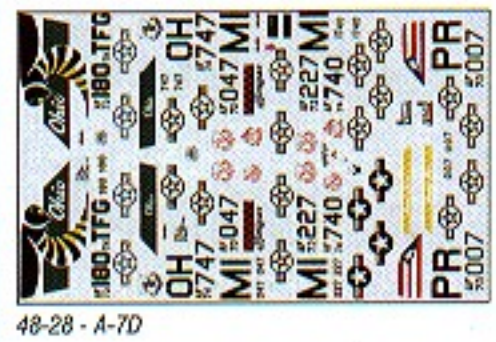
•1. A-7D, 72-0180, 180th TFG, Ohio ANG, 1991.
•2. A-7D, 74-0747, Ohio ANG, June 1991
•3. A-7D, 72-0227, 'Hot-Stuff', Michigan ANG, January 1984.
•4. A-7D, 74-1740, 'The Magician', Michigan ANG, 1985.
•5. A-7D, 73-0007, Puerto Rico ANG, 1988.
This sheet contains all the unique and national insignia for each option.

48-36 - F-4E 'Last of the ANG Gunfighters'

•1. F-4E, 68-517, 163rd TFS, Indiana ANG, Fort Wayne.



48-27 - F-101B Voodoo



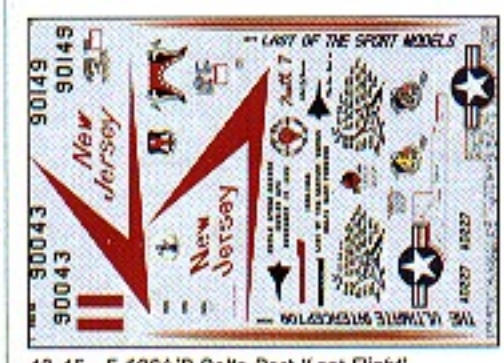
48-28 - A-7D

48-36 - F-4E 'Last of the ANG Gunfighters'

•2. F-4E, 68-529, 163rd TFS, Indiana ANG, Fort Wayne.
The second option is in a special 'Phabulous Phantom Pharewell' scheme, with artwork on the nose and vertical fine, as well as text aded to either side of the dorsal spine.

48-45 - F-106A/B Delta Dart 'Last Flight'

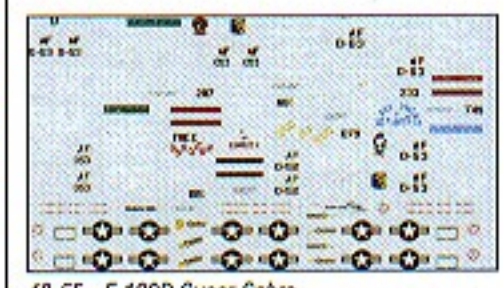
•1. F-106A, 59-0043, 177th FIG, New Jersey ANG, Atlantic City, New Jersey, 1988.
This machine is depicted in the special markings applied for the last flight of an F-106 in active service, but the sheet also includes markings to complete the aircraft as it was when it appeared in 1993 after assignment to the 475th Weapons Evaluation Group at Tyndall AFB, Florida.



48-45 - F-106A/B Delta Dart 'Last Flight'

48-55 - F-100D Super Sabre

•1. F-100D-91-NA, 56-3287, 'Rajun Cajun' 308th TFS, 31st TFW, Tuy Hoa, 1969-70.
•2. F-100D-26-NA, 55-3681, 'Tree Surgeon/Mary Lynn Express', 306th TFS, 31st TFW, Tuy Hoa, 1969-70.
•3. F-100D-91-NA, 56-0233, 'Peg My Heart/Joyce Ann', 306th TFS, 31st TFW, Tuy Hoa, 1969-70.
•4. F-100D-31-NA, 55-3749, 'Blood, Sweat 'n' Tires', 355th TFS, 31st TFW, Tuy Hoa, 1969-70.
•5. F-100D-76-NA, 56-3195, 'Tommie's Threat', 416th TFS, 31st TFW, Tuy Hoa, 1969-70.
•6. F-100D-51-NH, 55-2879, 'Good Ole Hoss', 308th TFS, 31st TFW, Tuy Hoa, 1969-70.
This sheet inclues all the unique markings for each option, plus enough national inignia etc for three machines.



48-55 - F-100D Super Sabre

Conclusion

Each of these sheets is excellent, with perfect register and colour. The instructions, although not in colour, are concise and comprehensive and can therefore be recommended to all. All of the sheets shown here are $8.50 each.

Our thanks to Bare-Metal Foil for the review samples.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Aztec

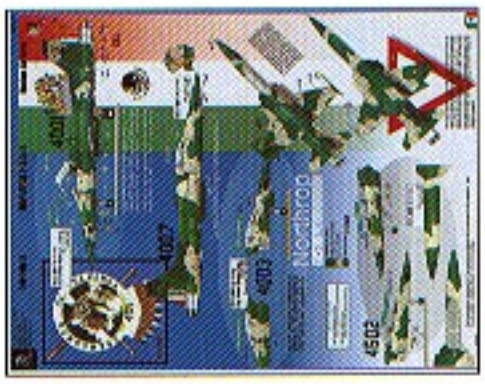
1/48th Scale

48-011 - Latin Eagles III 'Mayan Gods'

•1. F-5E, '4001' Mexican Air Force, S/No. 81-0632, flown by Sqn Ldr Mayor J.C. Callis B, Lucia AB, 1992.
•2. F-5E, '4007', Mexican Air Force, S/No. 81-0638, based at Lucia AB, 1992.
•3. F-5E, '4003', Mexican Air Force, S/No. 81-0634, flown by Capt Hector Ricardo Trejo based in Mexico City, September 1994.
•4. F-5F, '4502', Mexican Air Force, S/No. 81-0640, based at St. Lucia AB, 1992.
•5. F-104G, Ejército del Aire Español, C8-7, Escuadron 161, Torrejón AB, 1966-7. This aircraft can also be completed with USAF serials; 104-17 and 104-07.
•6. F-104G, Ejército del Aire Español, 'C8-5', 104-05, Escuadrón 104, Tiorrejón AB, 1968.
•7. TF-104, Ejército del Aire Español,'CE8-3', Escuadrón 104, Torrejón AB, 1969.
•8. Cessna A-37B, Dominican Air Force, 'FAD 3704', Escuadrón de Combate, San Isidro AB, Santo Domingo. This sheet also offers alternative serials for S/Nos FAD 3701 and 3706.

48-012 - Latin Eagles IV

•1. F-51D, Fuerza Aérea Guatemalteca (FAG), S/No. 44-74902, '315', Escuadron de Caza, La Aurora AB, 1958.
•2. F-51D, FAG, '357', Escuadron de Caza, La Aurora AB, 1966.
(inc F-5E/F, F-104G & A-37B)
•3. F-51D, FAG, '366', S/No. 44-74452, Escuadron de Caza, La Aurora AB, 1971.



The F-5 options on 48-011

48-011 - Latin Eagles III

•4. F4U-5, Fuerza Acérea Hondureña (FAH), '609', Flown by Maj. Fernando Soto Henriquez, Toncontin AB, 1969.
•5. F4U-5, FAH, '606', 'Tarranas', Toncontin AB, July 1969.
•6. F4U-4, FAH, '615', Toncontin AB, July 1969.
•7. P-47D-30-RA, Fuerza Aérea Mexicana (FAM), 'Lisi', PZT-1020, S/No. 44-90209, flown by Tte P.A. Lorenzana E, September 1949.
•8. P-47D-30-RA, FAM, PZT-1022, S/No. 44-90211, 'Adele', flown by Tte P.A. Vincente González del Rio, July 1948.
This sheet also offers additional codes to allow you to make FAH F4U-5 '604' and camouflaged F-51Ds '315', '345', '351', '354' and '357'.

Conclusion

Each of these sheets comes with full-colour instructions and clear F.S. colour references. The quality of the decals is quite suberb, and close examination of the unit badges will show the level of detail they have achieved.

Our thanks to Aztec for the review samples

The F-51 options on 48-012

48-012 - Latin Eagles IV

Max Decals

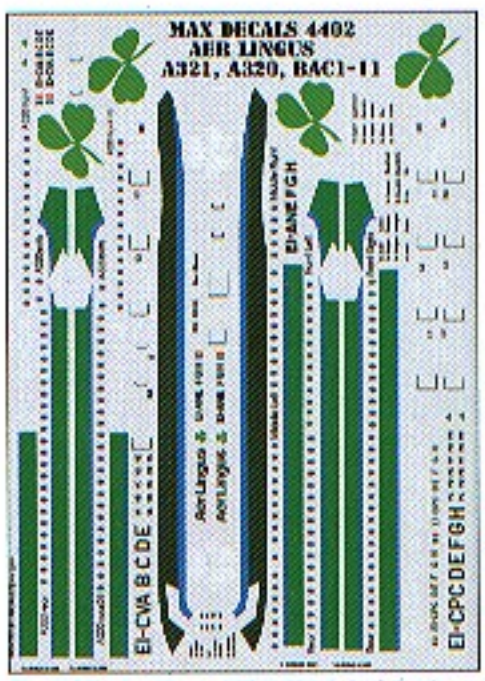
1/144th Scale

Max4402

This sheet offers markings to build any of the current (or future in the case of the A320) Aer Lingus fleet. The A321 options are designed for the Revell kit with the CFM-56 engines, while the BAC 1-11 decals are for the recently reissued Airfix kit.

Max4403 - Aer Lingus Classics

•1. L.1049H Constellation, N1009C, Aerlinte Eireann, 1958.



Max4402 - Aer Lingus A320, 321 & BAC 1-11

•2. L.1049H Constellation, N1008C, 'Breandon', Irish Air Lines, 1959.
•3. L.1049H Constellation, N1008C, 'Breandon', Irish International Airlines, 1960.
•4. L.1049E Constellation, N1005C, 'Bridig', Aerlinte Eireann, 1958.
•5. Fokker F.27-100, EI-AKG, 'Fiacra', Aer Lingus, 1958.
•6. DC-3, EI-ACE or EI-ACD, Aer Lingus, 1960.
The Constellation and DC-3 options are designed for the Minicraft kits, while the F.27 will require a conversion based on the Doyusha kit.

Max4404 - Aer Lingus Boeing 707-348C

•1. 707-348C, EI-ANW, 'St Lawrence O'Toole', Aer Lingus, 1972.
•2. 707-348C, EI-ANV, 'St Edna', Aer Lingus, 1974-81.
•3. 707-348C, EI-ANO, 'St Brigid', Aer Lingus, 1974-81.
The first option is offered in the original 1964-1972 scheme, while option two can be done in an interim scheme for the transition period between 1972 and 1974. The final option can be completed in the post-1974 scheme.

Conclusion

These are excellent sheets, well printed with good registration etc. The instructions should be adhered to, as some stages can be a little confusing to follow. Take care when applying the decals, as I noted that some errors have crept into the illustrations (e.g. wrong serial number shown for one of the L.1049 options), so double check before committing yourself. Other than this little warning, all of these sheets can be highly recommended to all airline fans.

Our thanks to Max Decals for the review samples. UK modellers can obtain examples from Aeroclub, ED Models or Hannants, and each sheet reviewed above retails for £6.50.

Max4403 - Aer Lingus Classics

Max4404 - Aer Lingus Boeing 707-348C

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5053 USMC Night Fighters 1942-53	NEW	Nov	£10.95
5524 Walk Around Me Bf.110G	NEW	Dec	£12.99

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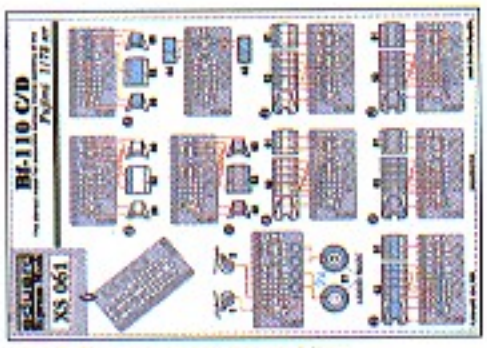
Eduard M.A.

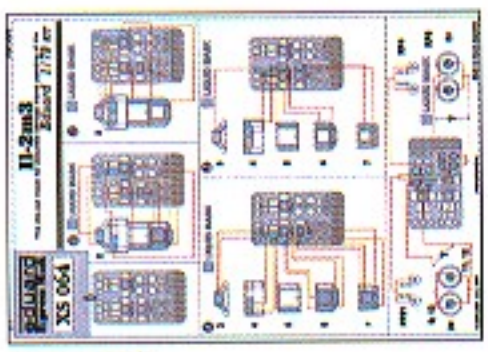
The latest selection of new releases in the 'Express Mask' series has been passed directly to us for review.

1/72nd Scale

XS061 - Messerschmitt Bf 110C/D (Italeri)
Price: £1.99
XS064 - Il-2m3 (Eduard)
Price: £1.99
XS070 - F-4D Skyray (Tamiya)
Price: £1.40
XS071 B-57 (Italeri)
Price: £1.40



XS061 (Messerschmitt Bf 110C/D)



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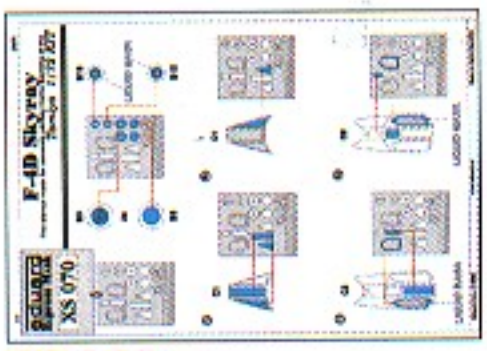

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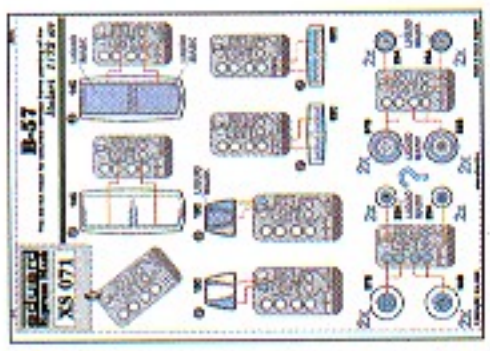
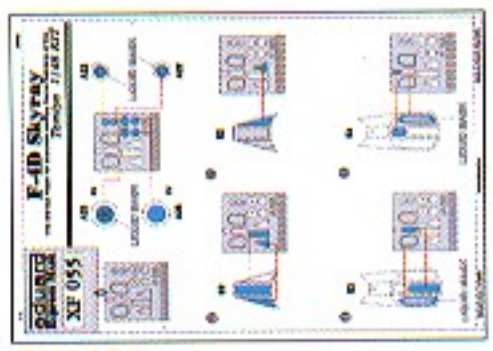


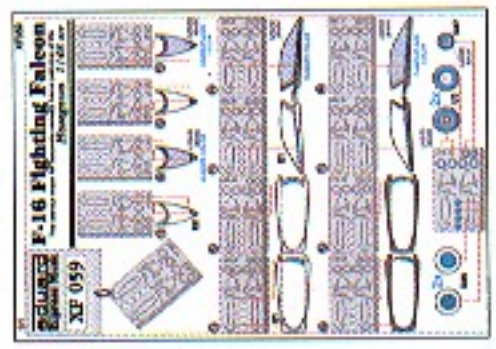
XS071 (B-57)

1/48th Scale

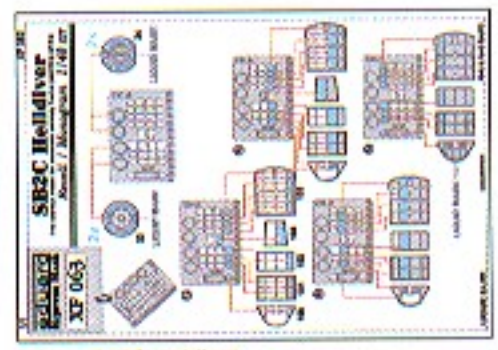
XF055 - F4D Skyray (Tamiya)
Price: £1.40
XF059 - F-16 (Hasegawa)
Price: £1.99
XF063 - SB2C Helldiver
(Revell-Monogram)
Price: £1.99
XF064 - PBY Catalina (Revell-Monogram)
Price: £TBA
XF068 - B6N Tenzan (Hasegawa)
Price: £TBA
XF074 - Dornier Do 335A (Tamiya)
Price: £TBA



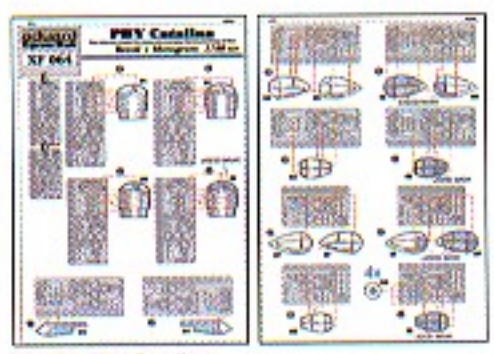
XF055 (F4D Skyray)



XF059 (F-16)



XF063 (SB2C Helldiver)



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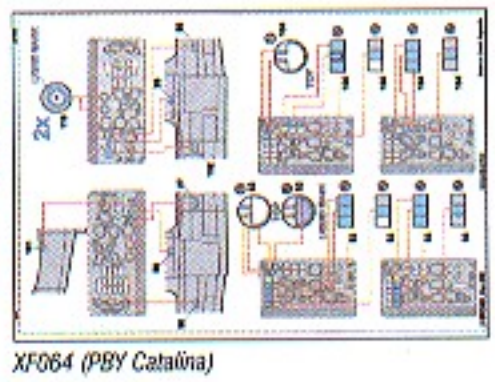

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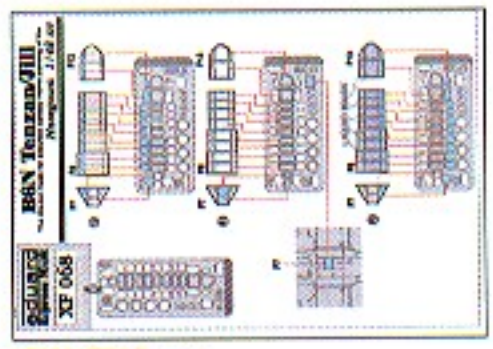

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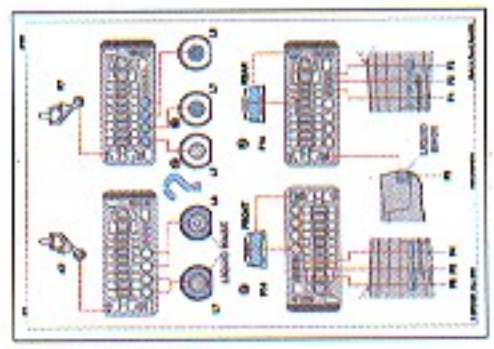

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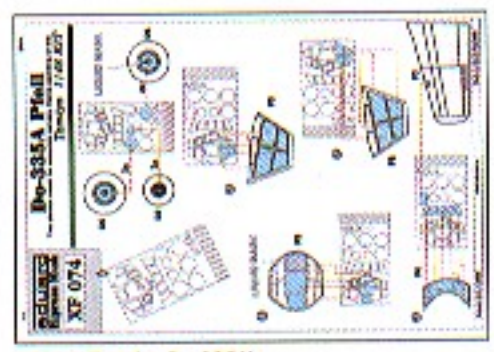
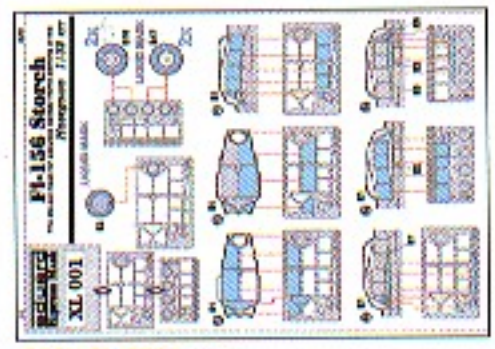


XF074 (Dornier Do 335A)

1/32nd Scale

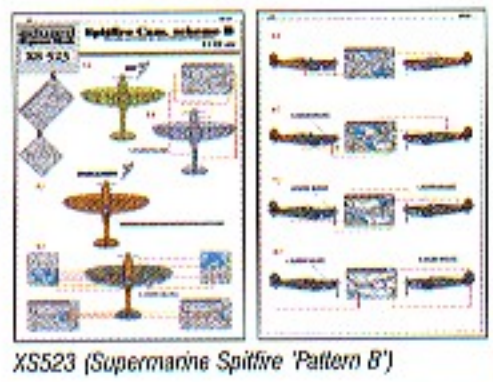
XL001 - Fi-156 Storch (Hasegawa)
Price: £TBA
NOTE: All of the above are wheel and canopy masks.



XL001 (Fi-156 Storch)

1/72nd Scale

XS523 - Supermarine Spitfire 'Pattern B'
Price: £TBA



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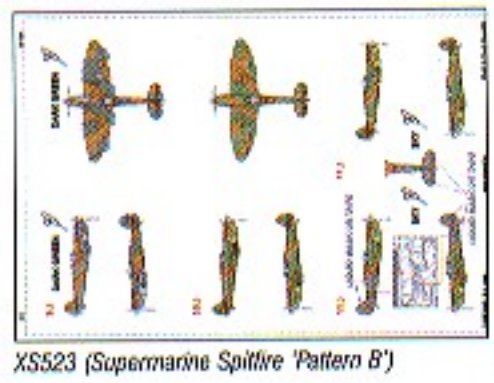


XS523 (Supermarine Spitfire 'Pattern B')

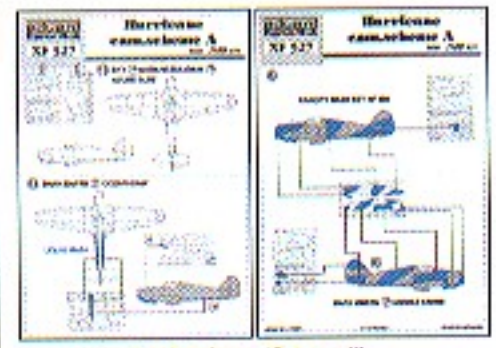
1/48th Scale

XF527 - Hawker Hurricane 'Pattern A'
Price: £3.00
XF530 - Supermarine Spitfire 'Pattern B'
Price: £3.00
XF531 Fairy Swordfish (Tamiya)
Price: £3.99
NOTE: All of the above are camouflage pattern masks.

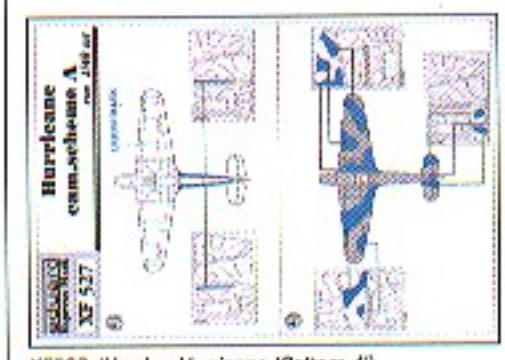
Conclusion

Another very useful selection of masks from Eduard, and it is good to see some in 1/32nd scale joining the series.

Our thanks to Eduard M.A. for the review samples. UK modellers can obtain examples from Hannants or LSA Models.



XF527 (Hawker Hurricane 'Pattern A')



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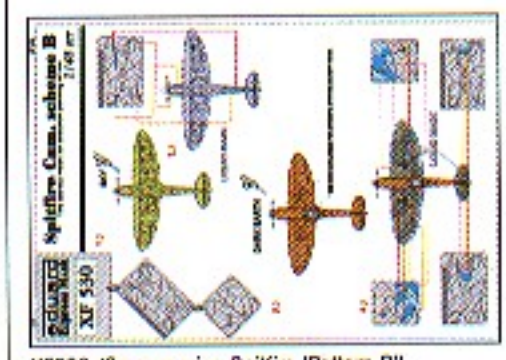

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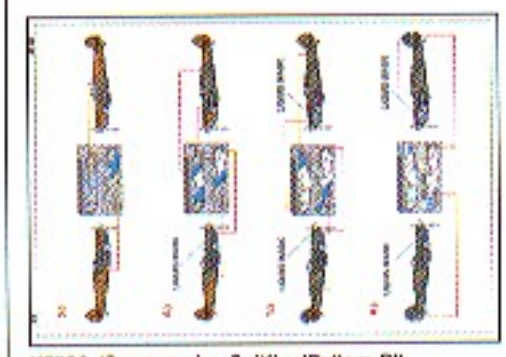

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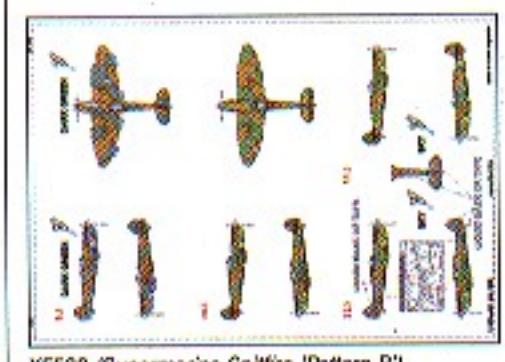

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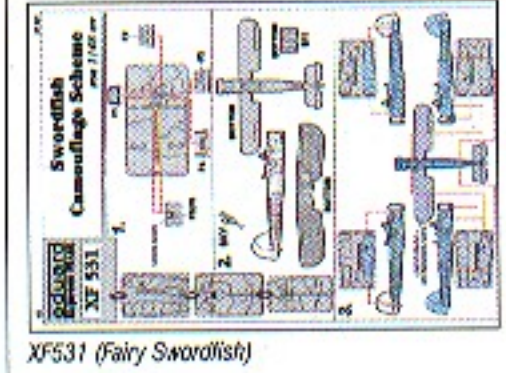
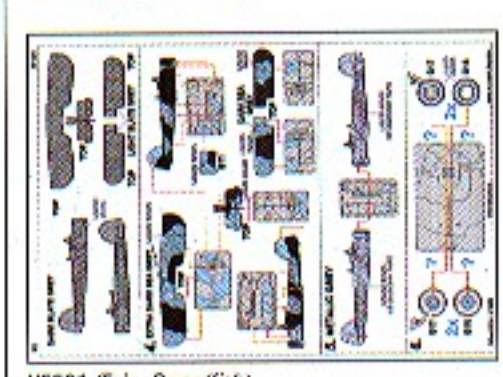


XF531 (Fairy Swordfish)



XF531 (Fairy Swordfish)

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

by Frank T. Cuden

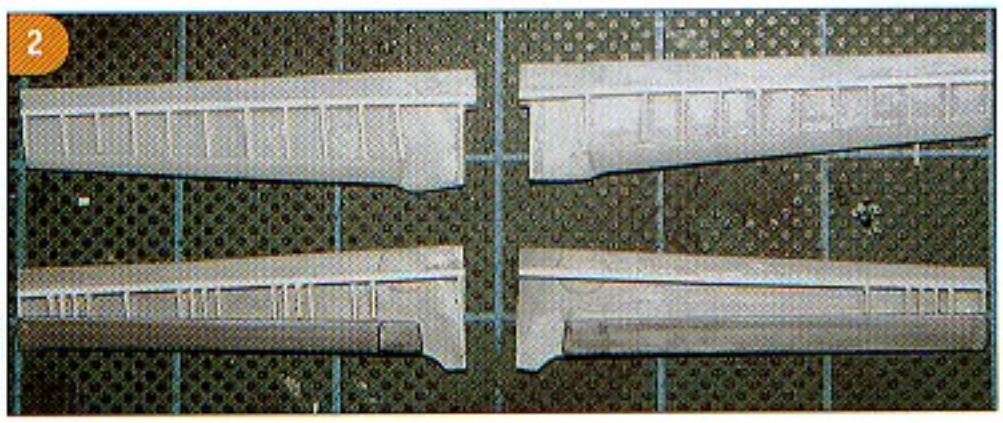
A Pair of 94's

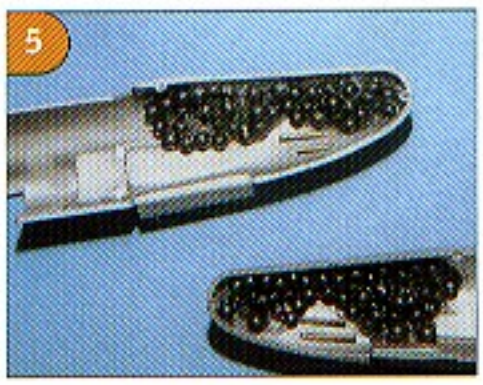
Many years ago when I was a teenager, General Motors, Pontiac Division, the American car company, produced the Pontiac Starfire. To a young man with a driver's licence, that car took the meaning of the word "fast" to a new level! Speed plus all that chrome made it one of the most sought-after autos of that period. At the same time, the United States Air Force was also driving Starfires, only these were by made Lockheed, not Pontiac! I'm referring to the F-94 variety of Starfire. The 50s saw the natural metal aircraft upon which were placed some of the most colourful markings ever used by the USAF.

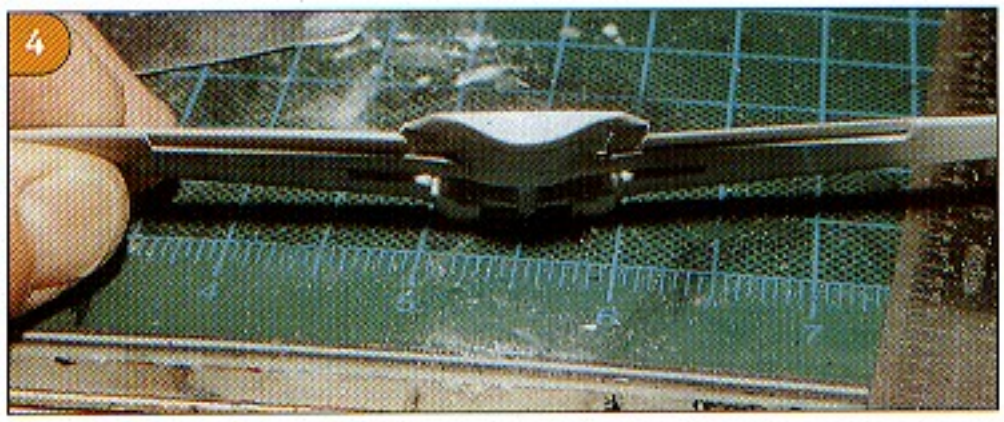
I chose to model two aircraft, an F-94B of the 123rd FIS based in Portland, Oregon, USA and an F-94C of the 27th FIS based at Griffiss Air Force Base in New York, USA. Having kits of the F-94B by Heller and the F-94C by Emhar, I decided to once again seek the elusive natural metal finish and attempted yet another journey toward that end. This time, rather than using SNJ, foil or some method, I opted to try Rub 'n' Buff. Several years ago I completed a P-51D ('Dallas Doll') using Rub 'n' Buff out of the tube and laid it on with a brush! Surprisingly to this day it still looks good. This time, I would try spraying it and the process will all be outlined during the course of this article.

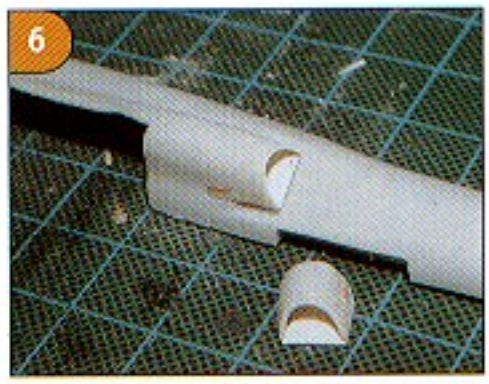
Both kits are quite small in design with the major differences involving the rather blunt nose of the F-94B versus the somewhat pointed nose of the F-94C and the straight horizontal tail of the B and swept tail of the C. Photo 1 shows the basic components of the kits with the F-94C by Emhar on top. At this stage, I had already cut out the flaps as they were to be shown in the dropped position. In photo 2 I'm building the internal structure of both sets of flaps again, the F-94C is on top. In my references, I noticed that the structure differed somewhat between the two versions and that is reflected in my scratch build. I used 0.005 plastic card to make the bracing and stringers, a tedious job but very pleasing when complete. Given the age of these kits, not everything is as thin as I would have liked, so I began sanding and filing away on those items that needed it. In photo 3, I have thinned down the wing tank fins and in Photo 4 I am thinning down the wing trailing edges. Wet sanding and some time go a long way here. As the F-94B had nose cannon, I decided to add them with thin brass tubing. At the same time, I added weight, super glued into the nose (photo 5). One can also see the little pieces of plastic card I cemented into the intake backing on the fuselage because when the intakes were glued on, they did not fit quite correctly, leaving holes in the corners. I also added new backing plates to the intakes for a more 'scale' appearance and in photo 6, they are glued in, filled and sanded for the F-94C. Given that I had removed the flaps, I had to add some structure (photo 7) to prevent seeing through to the fuselage. I also added internal bracing to the dive brake housings.

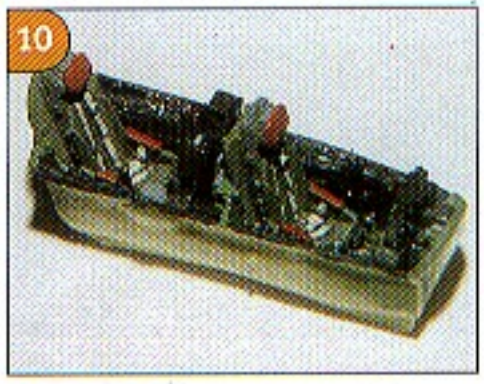
Doing my research, I found that True Details make a very nice set for the F-94C, so I sent off for two of those, reasoning I could modify one set for the F-94B. As one can see in photo 8, the components include the cockpit tub, seats, wheels, stick, radar operator's panel and instrument panel. The attention to detail is remarkable in 1/72nd scale so it was just a matter of cutting everything from the plugs and adding paint! Photo 9 shows what a little paint and dry brushing can accomplish with the little gem of an interior. I used Testors Model Master Interior Green, overcoating the consoles with Scale Black. The seat headrests were painted with Poly 'S' Red and the seat belts and shoulder harnesses were given a coat of white. Minor details depicting usage were dry brushed with flat silver. I also used Tamiya Clear Orange acrylic paint for the radar operator's lens. These fighters were some of the first "all-weather" interceptors used by the USAF, hence the radar sets in the rear pit. Photo 10 provides a view of the entire interior, set to go into the fuselage. To complete things, using my reference books, I determined that the F-94B cockpit was not that different from the F-94C office. First, the instrument panel from the True Details set was slightly reworked. The F-94B also had the rear radar consoles but just a little different shape to the seats, so I modified

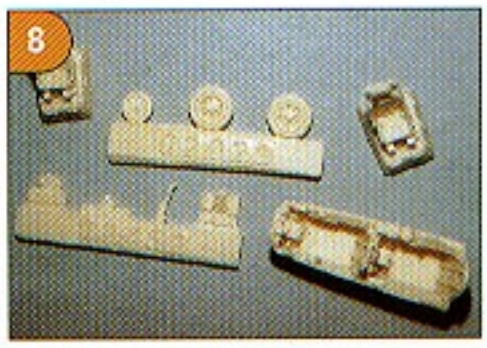


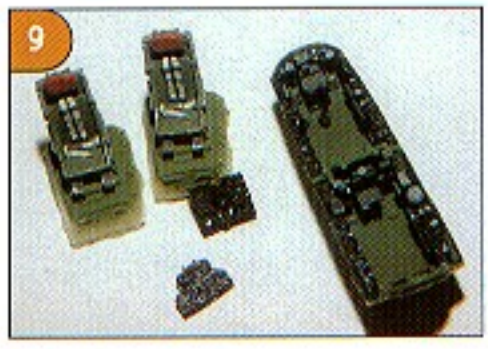


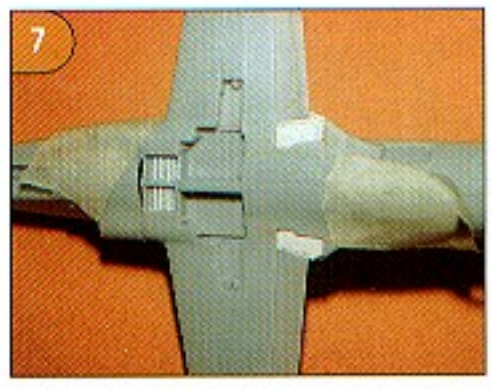


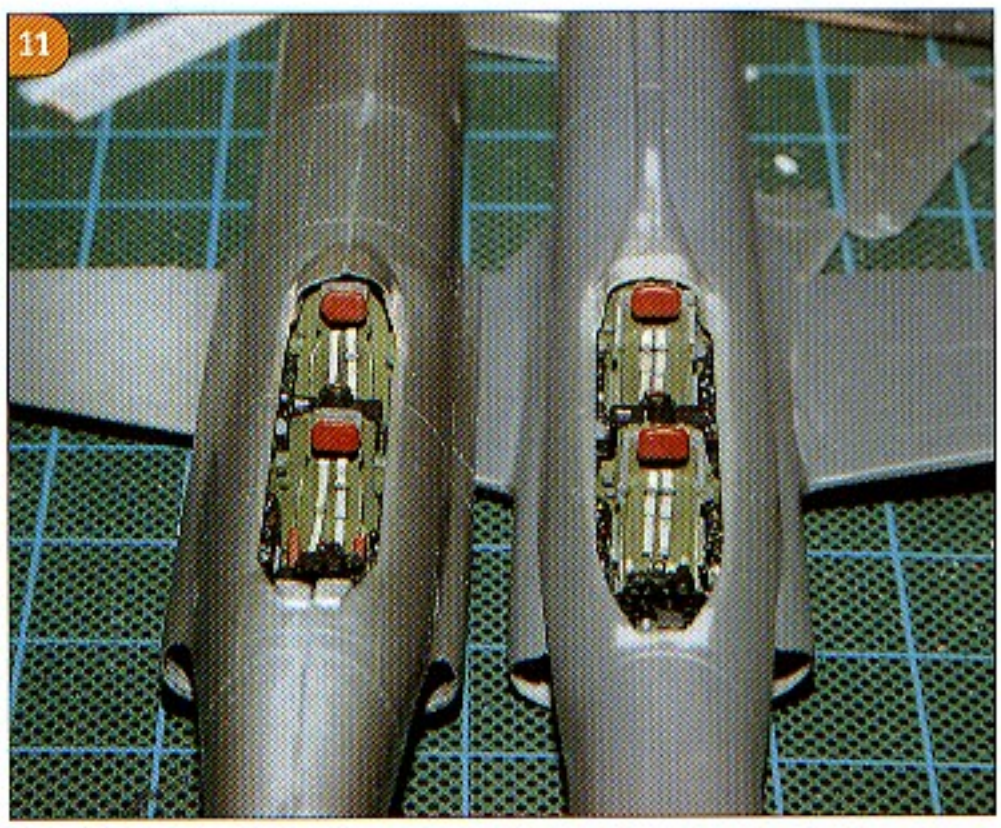


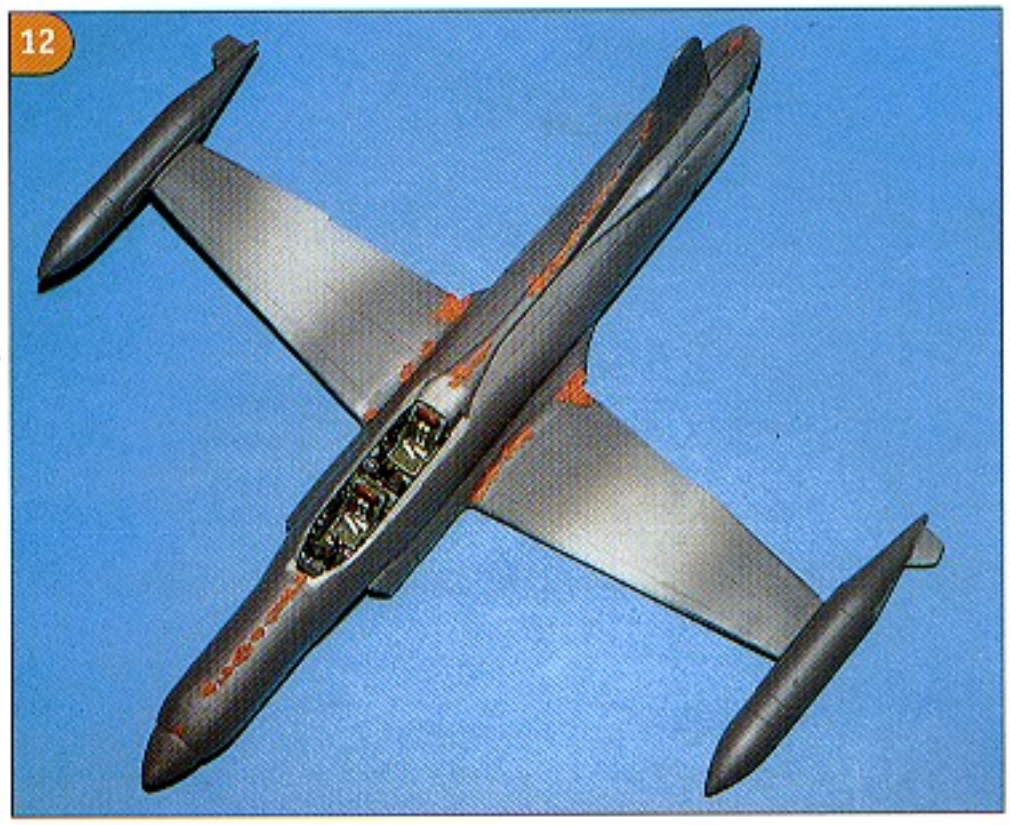












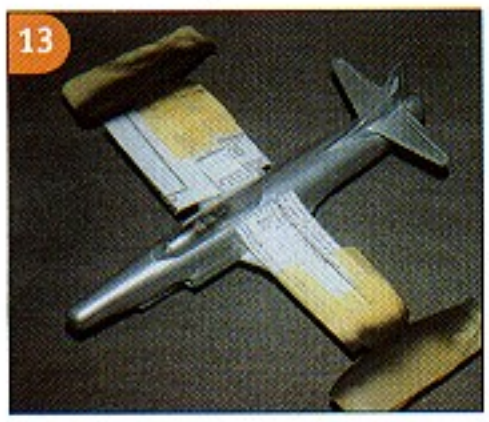
the second interior set's seats to reflect that. Photo 11 shows both of them mounted in their respective fuselages. The F-94B is on the left. The view shows the "busyness" of those early jet cockpits, don't you think? Construction proceeded with the usual gluing, filling and sanding. Photo 12 reveals that process in full swing. Surprisingly, the need for filler was minimal, given the age and quality of the kits.

Photo 13 shows the inner halves of the wing tanks in the F-94B being sprayed black. This was done as an anti-glare device for the pilot and his GIB (Guy In Back!). I had already sprayed on my base coat of Rub 'n' Buff as can be seen.

Before continuing, I will give the reader a synopsis of that process. Earlier, I stated that I would spray the product as it comes in a tube, about the consistency of toothpaste. I chose lacquer thinner as my medium and to my surprise it worked! First, I squeezed some Rub 'n' Buff from the tube directly into my airbrush colour cup. In retrospect, about an inch and a half was squeezed out. Then I added the lacquer thinner until some silver residue would remain in the stir stick. Hey, I was forging new ground at this point, so I took my time. Once stirred, I blasted a coat on the F-94B, letting it set about 10 minutes before I took a soft cloth and began the buffing process. By the time I had cleaned out my airbrush nozzle and colour cup, I could handle the model and begin buffing. I sprayed at 25 psi and it worked great. Buffing went well and when done, I had a very shiny model. Photo 14 shows another experiment I tried. Rather than risk marking the finished coat, I elected to use silver decal to establish various panel hues and tones. I obtained Tauro's solid sheet decal and simply cut the decal to the panel shapes I wanted to highlight. Some may think I am a glutton for punishment, however this project contained some processes I had not before attempted, so what's one more little thing to try?

By this time it was really looking like an F-94! Photo 15 shows the underside. The undercarriage legs had been glued on prior to spraying to elevate the model off of the workbench. To add something unique, I turned the nose wheel leg slightly with gentle finger pressure so all three legs would not be facing forward. I like to do that with both nose gear and tail wheels. It does something for the model in my opinion.

In photo 16 the decaling process is underway on the F-94B. I obtained a number of SuperScale decals for the F-94B and chose one of the more colourful ones. Actually the fuselage striping is far more diagonal on the real aircraft than on the model, however, try as I might I could not get the darn thing to lay right, so I opted for where it would and not where the references showed it belonged! This bird served with the Oregon Air National Guard and the fuselage shows the 'ORE' forward of the national insignia with the 'ANG' behind. Moving to the F-94C, photo 17 shows the buffed out Rub 'n' Buff finish. I used the kit canopies as a cockpit mask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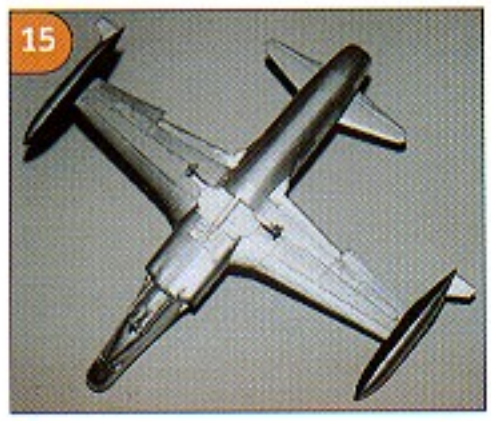
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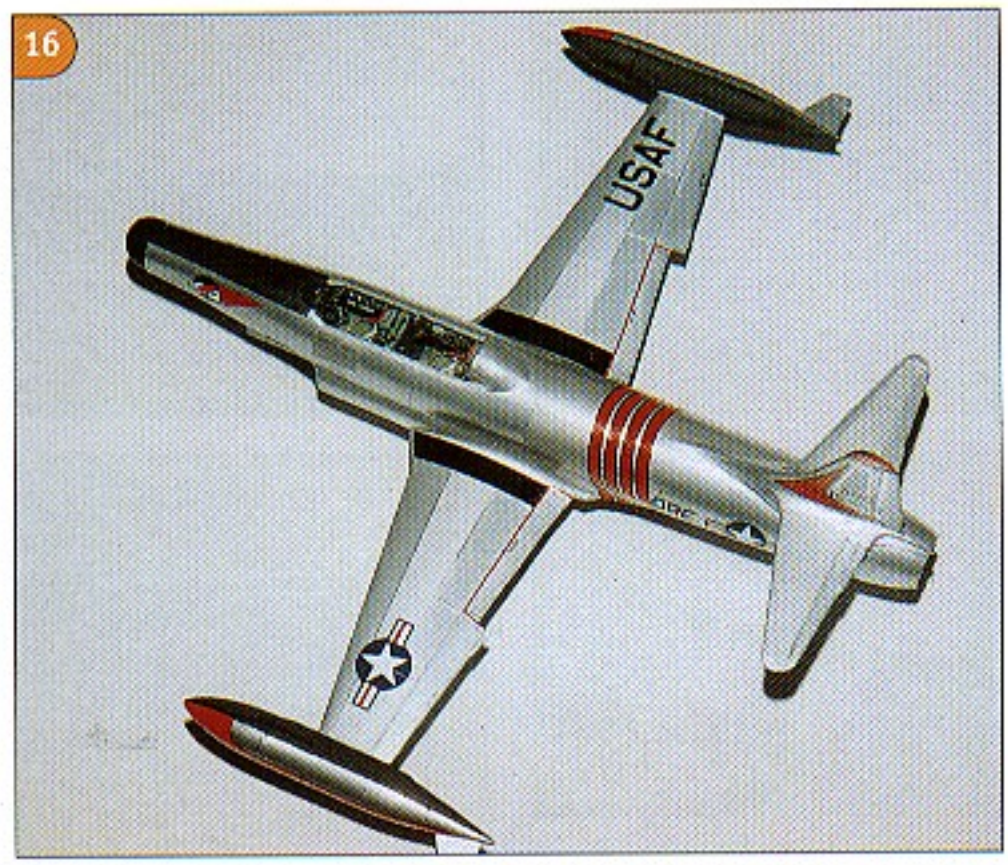

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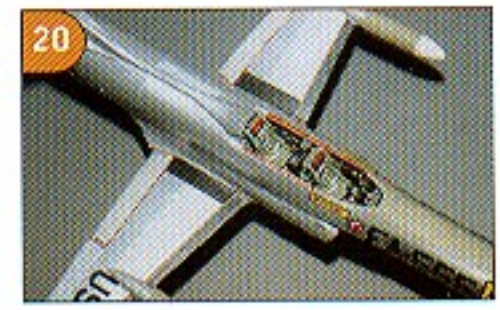
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after vac-forming new ones prior to spraying on the metal coat. One note, the rocket pods on the wing leading edges come as halves and must be carefully glued to each other and then to the wing. My references showed just where they were, so using liquid glue sparingly, I placed them carefully. What a remarkable transition had occurred in photo 18. I did get brave and masked off the anti-glare panel before spraying it with AeroMaster's Olive Drab. Surprise again! Nothing from the metal finish came off with the tape! That along with a little paint on the wing tanks and rocket pod bodies have transformed the model from a silver blob to something akin to a model aircraft.

The kit's decals gave me the scheme I wanted and one can see the tail serial and rudder checkerboard applied at this point. I opted to hand paint the de-icer boots on the tail and carried that process to the wing leadings edges also. In photo 19, I've applied more of the colourful markings and the wheels. The yellow nose trim was applied over the rocket doors as the F-94C carried twenty-four unguided missiles up front. The doors would open to the inside, revealing the rocket tubes. Just like today's cameras - point and shoot! I did have major problems with the kit decals, as they did not want to come off their backings after many soakings. I use a Kodak product, 'Photo Flo' in my decal water. It is simply a wetting agent that will help the water get 'wetter' if you know what I mean. But these devils will not budge. After about fifteen minutes, I found they could be coaxed from their backings, thus saving the project because to my knowledge there are no after-market decals available for that particular scheme. Wing walkways came from black decal stock I had and I painted the light grey panel on the tail as well as the tail tip. Coloured photos showed this clearly. The noses of the wing-mounted rocket pods were masked and sprayed with Testor's Model Master Randome Tan, again as shown in my colour reference. Photo 20 shows a closer view of the aircraft superstructure. The red outlines were maddening to apply! As a matter of fact, SuperScale printed two right sides for the red outlining which meant that I had to cut them apart before I could do both sides! I had bought three F-94B sheets and all of them were the same way. Using both kit decals and some thin red striping I had, I managed to outline the wing and tail leading edge black as well as the 'no step' areas on the wing trailing edge. As both F-94s had split flaps; these areas were 'no nos' to walk on. I hand painted the cockpit sills with red and applied short black decals to simulate the canopy locking devices.

Having access to a multi-tiered hobby shop, I was able to obtain the proper sized MV model railroad headlights for my nose gear landing light assembly. In photo 21, you can see them in place. I always flatten the tyres somewhat to give the illusion of weight and the True Details add-ons worked wonderfully, but I did sand off the bulge as that makes the wheels look flat! Photo 22 shows the F-94B sitting on its undercarriage with most of the decals applied. To get the wing tank scallops to fit, I had to apply them and then gently slit the noses with a sharp razor blade to get them to lie down properly. As a precaution, I gently slid the decal and removed the clear area to the rear so that it would fit around the wing tank fin. Using Micro Set and Micro Sol pulled everything down nicely. Thankfully Testor's red enamel matched the red in the decal so even though some touch-up was needed, everything was the same colour. I also used the silver to establish panel differentiation on the F-94B and photo 23 provides a good view of that effect. I can highly recommend the Tauro silver decal sheets; they certainly go on well with a minimum of work. Photo 24 shows the vac-formed canopy with internal bracing added. True Details provides the interior canopy brace and light. I simply painted the brace black and gave the light the same treatment as the radarscope lens using Tamiya Clear Orange and Yellow again. I also fabricated canopy locks from very small bits of sheet plastic. I feel that details like those on a 1/72nd scale kit add both interest and animation.

My trusty vac-form machine is shown in photo 25, producing the windscreen for one of the F-94s - I don't remember which,

and photo 26 shows the windscreens in place. White glue can be thinned down slightly with water to glue the part on and not leave any unsightly residue when dry. I also added the good stencilling provided in the SuperScale decal sheet to both models. References showed a proliferation of stencilling on both marks, so I 'went to town' as it were. At last the models were completed. As a precaution, I did not over-spray on the finished models as I did not know if doing that would destroy my natural metal look. Photos 27 through twenty-nine provide overall views of the F-94B while photos 30 through 32 provide overall views of the F-94C. One can readily see the little warnings and instructions on the fuselages, wing tanks, again adding interest. Photos 33 and 34 offer views of both completed models. Tiny navigation lights were added to both wing tip tanks and to the wings. The F-94s sometimes flew without the tanks hence the navigation lights on the wings also.

Conclusion

To sum up, although not to today's standards, I really enjoyed building and completing both kits. Often one will read some scathing remarks about a new kit not being up to a certain standard. Quite honestly, I don't think I have enough time left in my life to wait for the definitive versions of both these kits to be produced! Having modelled for quite some years, these two kits offered me an opportunity to add to my collection of jets from the fifties. Doing a little extra work brought these kits up a notch and that's the fun of it. I don't want to be a kit assembler. Rather, I want to be a modeller and if adding, subtracting or modifying is in order then so be it I say! Good modelling to you and don't be afraid to undertake a new technique. It may just work, much to your delight!

Frank T. Cuden

Bibliography:

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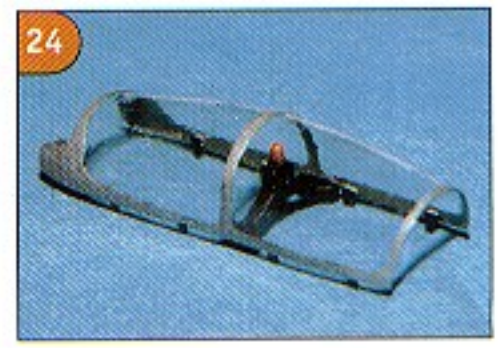
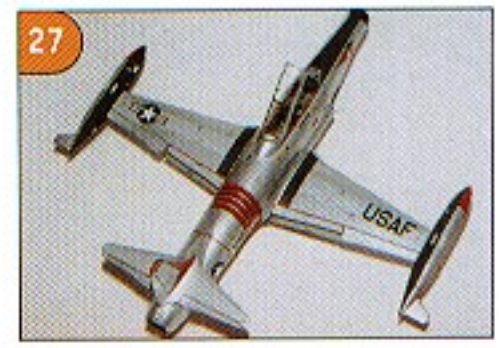
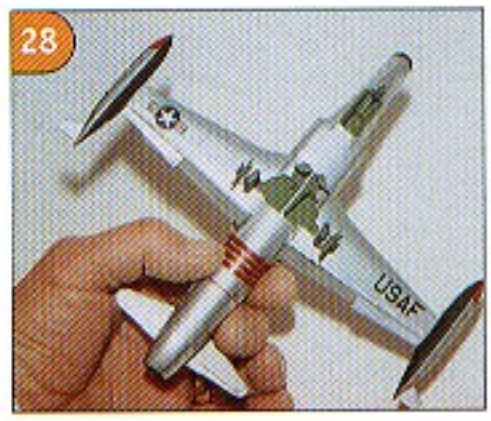
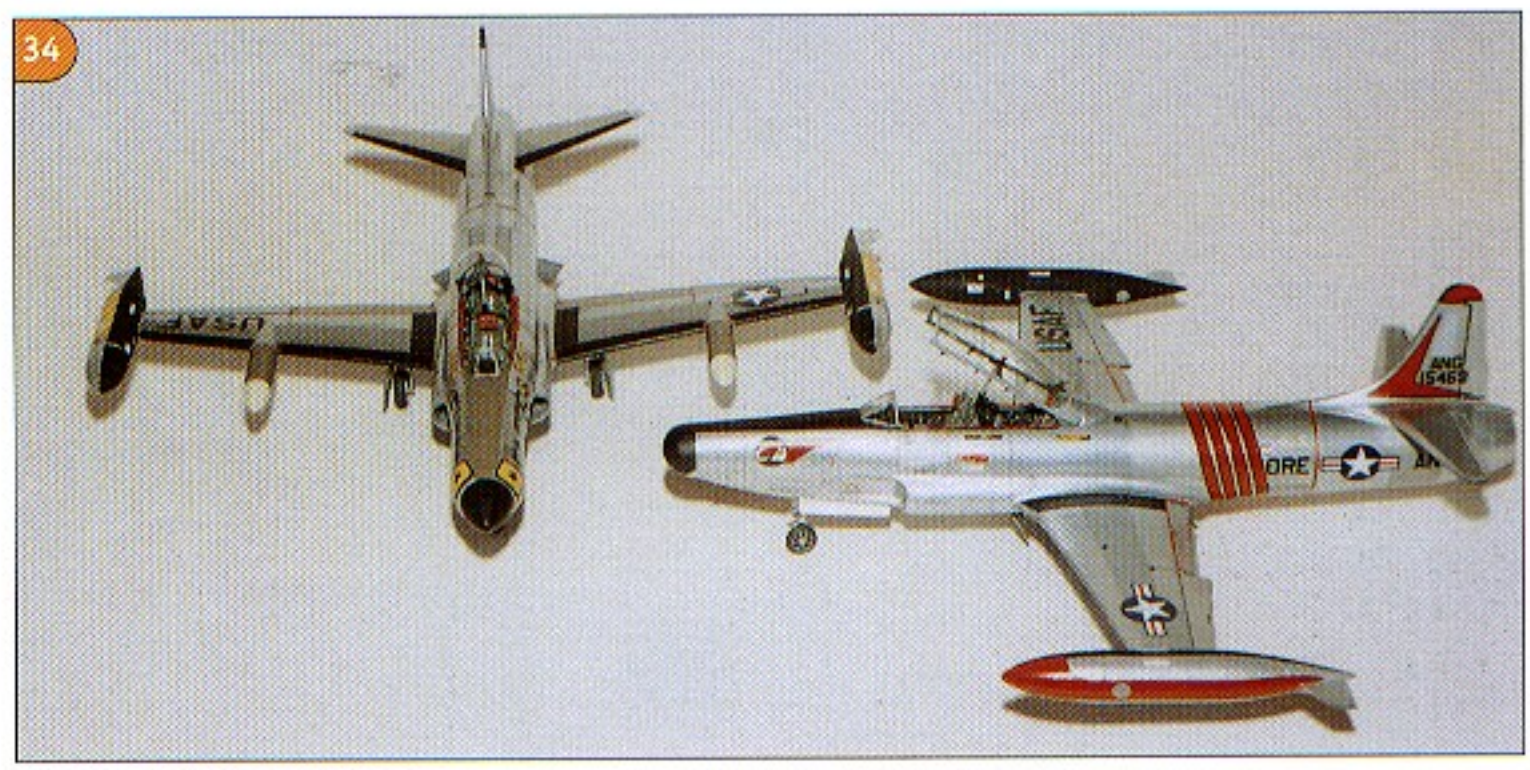
3. The Lockheed F-94 Starfire - A photo chronicle by Marty J. Isham & David R McLaren
Schiffer Publications









Tiny Tiffie!

by Richard A. Franks

ACADEMY
HOBBY MODEL KITS

eduard
PLASTIC KITS

The Typhoon, or 'Tiffie', needs no introduction. Although it was fairly ineffective in the fighter role, due to the extreme thickness of the wing, it was an ideal and very stable gun platform. Initially the type was armed with two 500lb (227kg) bombs, although this was later increased to two 1000lb (454kg) ones. The Tiffie's real destructive force was truly felt once it was armed with Rocket Projectiles (RPs). These 3in units were fitted with 60lb (27kg) warheads and were very effective against Axis armour, but were also used against trains and light shipping. In all 3,317 Typhoons were built and they were operated by thirty-two squadrons. They were used by both the RCAF and Free French squadrons within the RAF.

The Kit

Initial inspection of the kit's components showed it to be of good overall quality. Much had been said about this kit before I ever attempted to build it and as a result I was already aware of some of the dimensional errors and anomalies. Inspection of the kit parts against a recognised 'good' set of scale plans was undertaken. This showed that the shape of the rudder was wrong (Photo 1) in so far as it was too narrow. The overall length of the fuselage was perfect (Photo 2), as were both the span and the position of the cannon barrels (Photo 3). The big problem was the tailplanes. Those in the kit depict the smaller style that were seen on early production machines (Photo 4). As one of the colour options should have the bigger ('Tempest') units fitted, these need to be replaced. The best way around this is to use those from a Heller Tempest V or the Airfix Typhoon kits. Other areas of the kit that caused concern were the RPs and the wheel wells. The former are simply too low under the rails (Photo 5). The collars are too long, and really the rockets need to be removed and reattached without them. The problem with the wheel wells is not easy to overcome, as they are simply too shallow (Photo 6). One can only hope someone will make resin or etched inserts to replace these areas of the kit as the real machine has bays that are full of pipework and structural tubing etc. I must admit that I also decided at an early stage to replace the sliding section of the kit canopy with a vac-formed version. The kit clear sprue is good (Photo 7), but the main section suffers from distortion due to the thickness of the plastic used and is best replaced with a vac-formed example from Aeroclub or Squadron.

Construction

This actually started with the preparation of the vac-formed canopy. To help aid its removal from the excess carrier material I painted around the edge with Matt Black enamel (Photo 8). Once dry this helps you

Colours Used
Primer- Humbrol Just Spray' Grey Primer
Interior Green - LifeColor UA004
Sky - LifeColor UA095
Dark Green - LifeColor UA001
Ocean Grey - LifeColor UA108 *
Medium Sea Grey - LifeColor UA094
Matt White - LifeColor LC01
Matt Black - LifeColor LC02
Yellow - Humbrol 24
Aluminium - Humbrol 56
Exhaust - Xtracolor X504
Tyre Black - Xtracolor X505
Gloss Varnish - Humbrol Gloss Cote
Satin Varnish - Humbrol Satin Cote
* Note: LifeColor list UA 098 (FS35187) as Ocean Grey, but the IPMS Cross-Reference guide states FS 36152 is a better match. Therefore UA108 (Dark Sea Grey FS 26152) was used

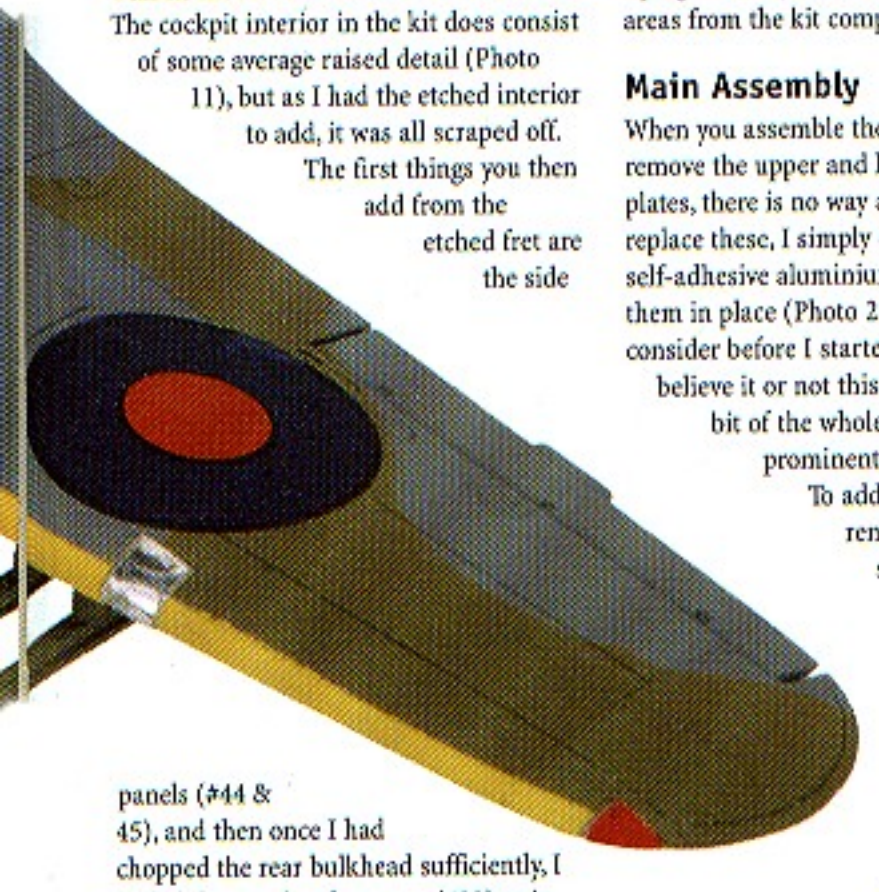
Accessories Used
Aeroclub Canopy (#C066)
(alternative is Squadron #9110)
Eduard Etched Detail Set 72-304
Cutting Edge 'Black Magic' Canopy & Wheel Mask #CEBM72109

keep tab on the edges as you trim them with a set of sharp nail scissors. Those RPs were next, and here I cut off each rocket and collar. I decided not to put the rockets back, but to represent the rails without them. To do this I cut lengths of brass wire to the length of the rail, then secured

two lengths on either side of the lower edge. These represent the tubes that you will find on the real rails, and they looked quite effective (Photo 9).

I added the first of the etched detail parts off the Eduard fret now. These were the intake matrices (#3) for the radiator. Once in place (Photo 10) they looked very effective, but be warned, the one at the back is a real tight fit once the lower wing with its moulded intake truck is installed! The cockpit interior in the kit does consist of some average raised detail (Photo 11), but as I had the etched interior to add, it was all scraped off.

The first things you then add from the etched fret are the side



panels (#44 & 45), and then once I had chopped the rear bulkhead sufficiently, I added the new head armour (#39) to it (Photo 12). The cockpit 'frame' (#33) is a real treat and once it was all folded up and the instrument panel added, it started to look quite effective (Photo 13). The rudder pedals (#22) are added to a length of wire, the chain (#37) is added to the back of the kit control column and the new etched seat is folded and glued into shape (Photo 14). I test fitted the completed interior into the fuselage halves (Photo 15) and I added a length of stretched sprue under the 'floor' to accept the control column.

Don't forget to drill out the holes to accept the RPs in each wing panel (Photo 16). You also need to add a few panel lines, the first of which are on the upper wing panel. Use scale plans to identify the two oval panels that need to be added just inboard of the aileron hinge line, and the filler point that needs to be added to the middle of the outer edge of the second wing panel. I added all of these (Photo 17) using a Bare-Metal scriber and an Eduard brass template. You also have to delete the panel lines in the middle of each tailplane (Photo 18) and you need to fill some of the panel lines on the fuselage halves. You will find that each access/step and panel line has been duplicated on either fuselage half, and that is incorrect. Check scale plans and decide which ones you need to delete, but I decided that two on the Port and one on the Starboard had to be dealt with (Photo 19).

The new cockpit tub was painted; the main frame was sprayed and the instrument panel was painted by hand (Photo 20). Don't forget to paint the interior lower section of the wing Interior Green (Photo 21), as this is visible through the bottom of the new etched cockpit tub. I had decided to fit clear wing tip lights, so I removed the corresponding areas from the kit components (Photo 22).

Main Assembly

When you assemble the fuselage you will remove the upper and lower reinforcing plates, there is no way around it. To replace these, I simply cut pieces of thick self-adhesive aluminium foil and put them in place (Photo 23). The last job to consider before I started on painting (yes, believe it or not this will be the biggest bit of the whole build!) was the prominent rail for the canopy. To add this I first removed the raised single rail from the kit parts, then once the fuselage halves were joined, I added two lengths of 10 thou plasticard into the holes (Photo 24). A slot also needs to be added to the appropriate area in the vac-formed canopy (Photo 25) so that it will 'sit' on these new rails.

Painting

Now my attention turned to the overall colour scheme. The model needs to be masked, so the wheel wells were filled with damp tissue (Photo 26) and the cockpit was covered in a similar manner. The first job was to spray the model overall with a primer. For this I now use the new Grey Primer from the Humbrol 'Just Spray' range. To hold the complete model and spray it I added a length of wire into the wing light holes (Photo 27),

Technical Data

Kit: Hawker Typhoon Mk Ib
Manufacturer: Academy
Scale: 1/72nd
Status: New Tooling √
Panel Lines: Engraved √
Fabric Effect: Raised √
Price: £4.99
Type: Injection Moulded Grey & Clear Plastic
Parts: Plastic 52, Clear 4
Options: Three or Four-Blade Propeller, Positionable Canopy and Tailwheel
Decal Options: 2 (No. 175 & No. 193 Squadrons, RAF)
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway

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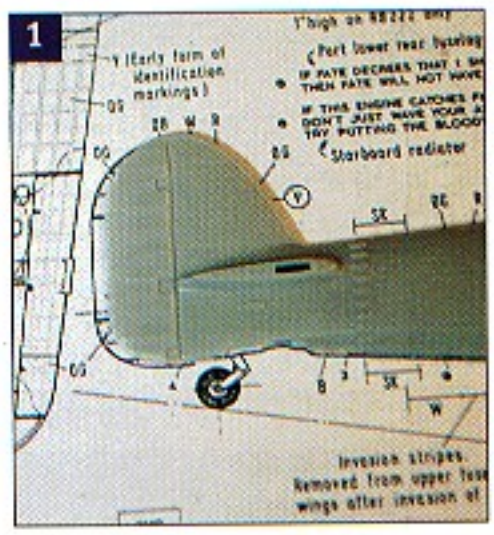

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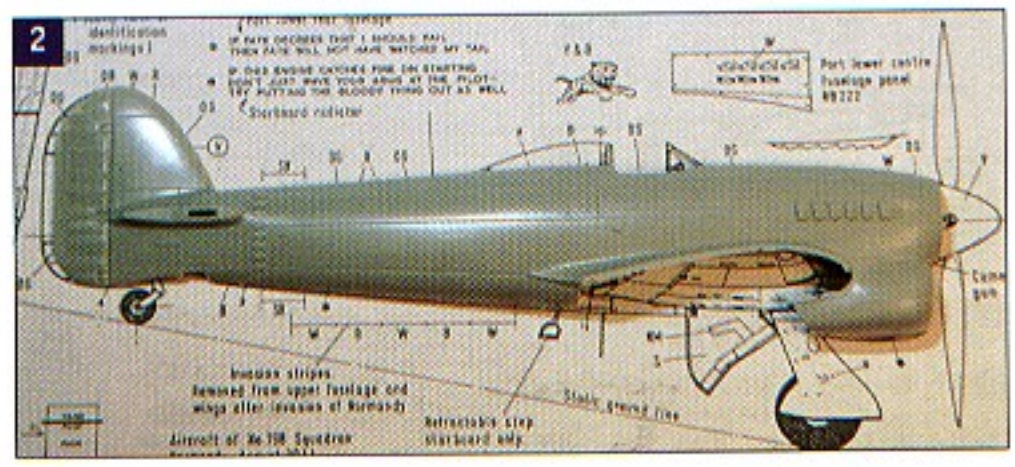

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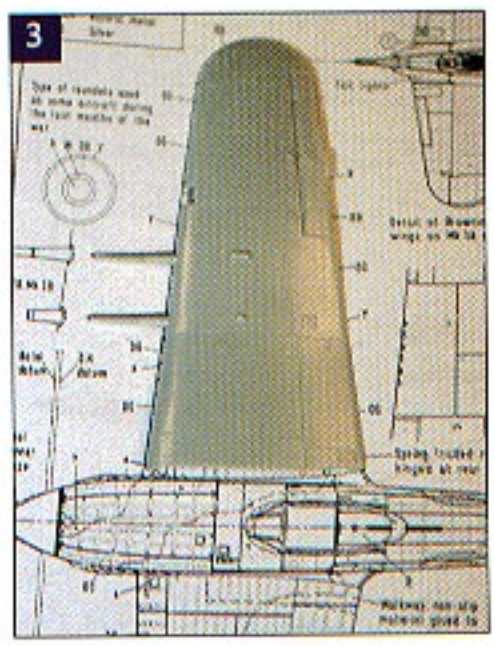

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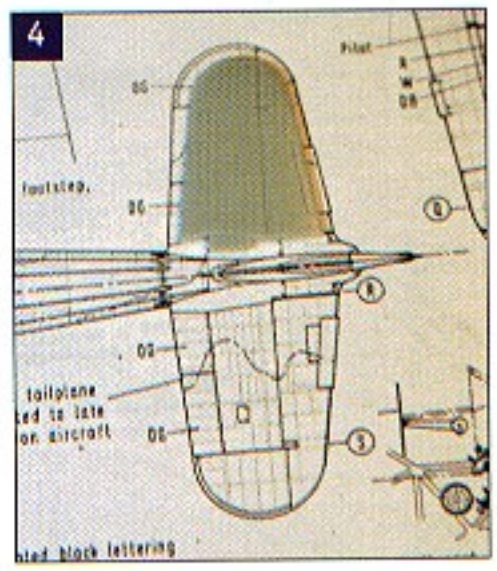

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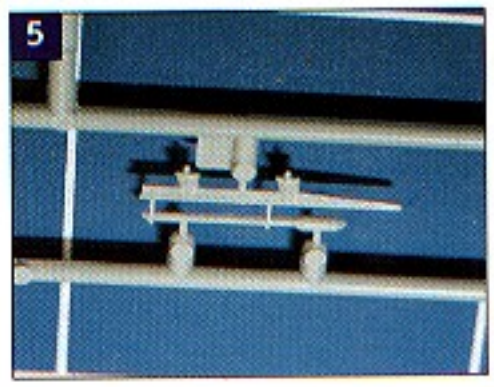

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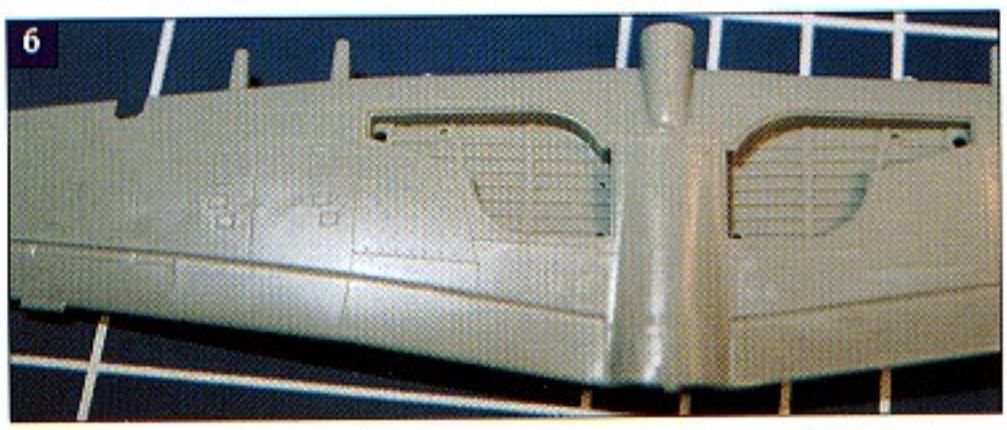
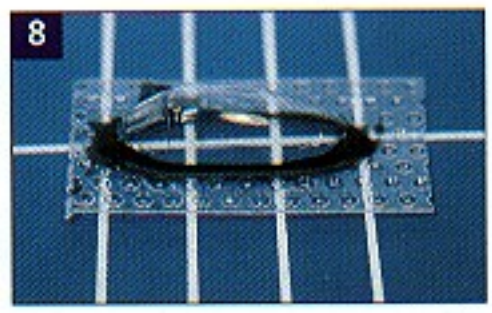


to act as a handle.

The first actual colour I applied was Interior Green, and this was to the area aft of the head armour and under the canopy. A rough spray of the colour was applied, so that once it was dry I could mask off the corresponding area under the canopy (Photo 28). To do this the injected canopy was placed onto the painted area and then drawn around. The area that had to remain Interior Green could now be seen, so it was masked off before I started to apply the rest of the overall camouflage scheme.

Actually, the next task was the application of the invasion stripes. Many years ago a friend told me to always apply things like stripes, leading edge markings and rear fuselage bands first, then mask them off before applying the rest of the scheme over them. To this end I needed to add the invasion stripes. First I attached the undercarriage doors in position using Blu-Tack, then I sprayed the area with Matt White. Once this was dry 6mm strips of Tamiya Masking Tape were added; you need seven strips totalling 42mm. Once the white was dry I added alternate strips of tape (Photo 29) [don't forget to add them at either end as well] and then applied the black (Photo 30). Before you can apply the rest of the colours, you need to mask off the black areas of the invasion stripes, so simply add some more masking tape to cover these areas (Photo 31). The fuselage bands are done in the same manner, although just five strips are required here (Photo 32). Next was the Sky tail band. To do this I applied a rough area of colour around the fuselage (Photo 33), then once dry, I masked it off with a appropriate width piece of masking tape (Photo 34).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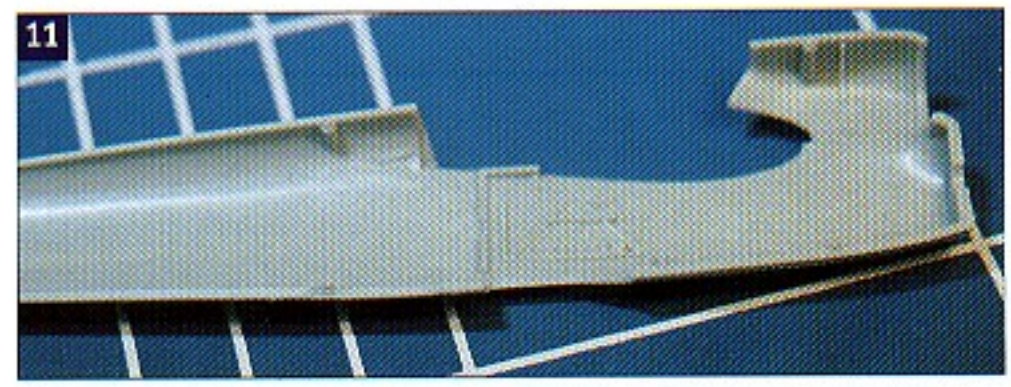
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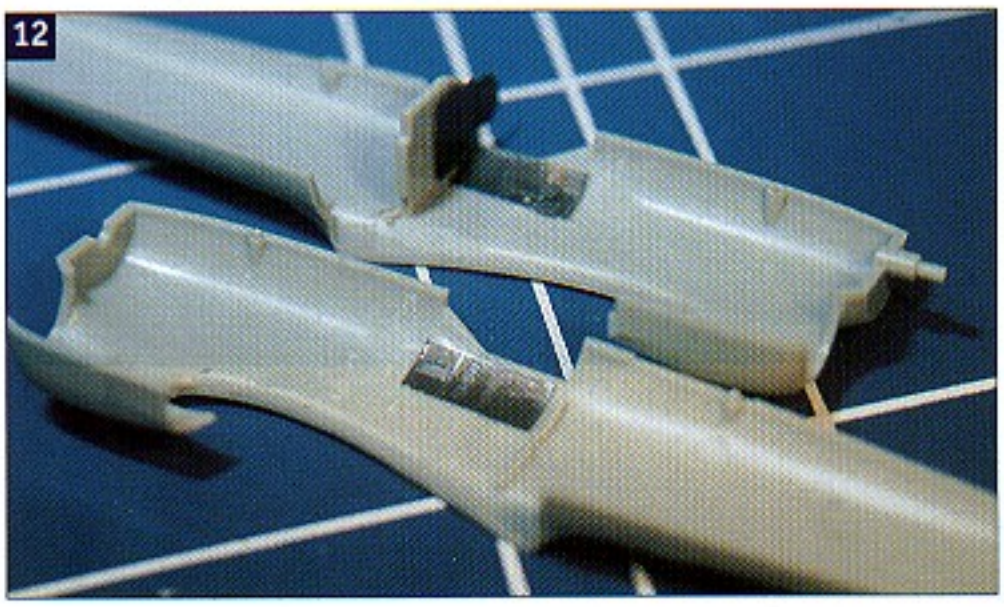
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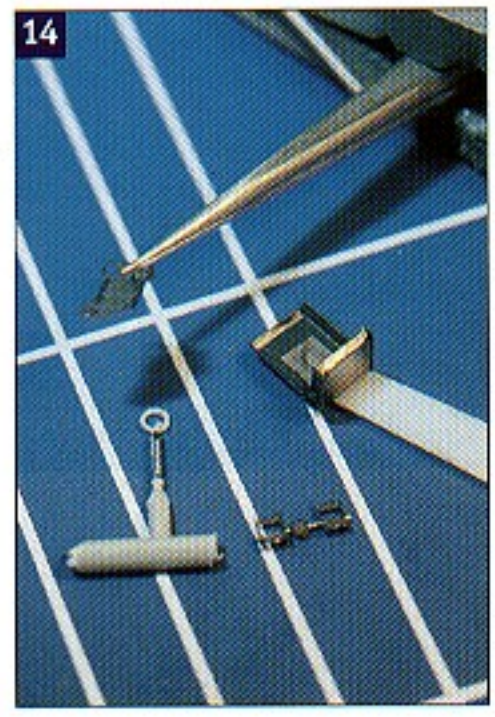
While everything was drying I did some detail painting. All of the undercarriage was sprayed aluminium, and the wheels were done in Tyre Black (Xtracolor X505). Once this had dried I used the excellent Black Magic™ masks from Cutting Edge to allow me to spray the wheel hubs aluminium (Photo 35). The masks were also used to do the windscreen section of the canopy. As I had retained the kit parts here (they were suitably 'thick' to represent the armour glass of the real thing) I was able to use the die-cut masks from the set. However, because I used an aftermarket vac-formed canopy for the rear section, I had to mask this with Parafilm M. Once masked these elements were sprayed Interior Green (Photo 36).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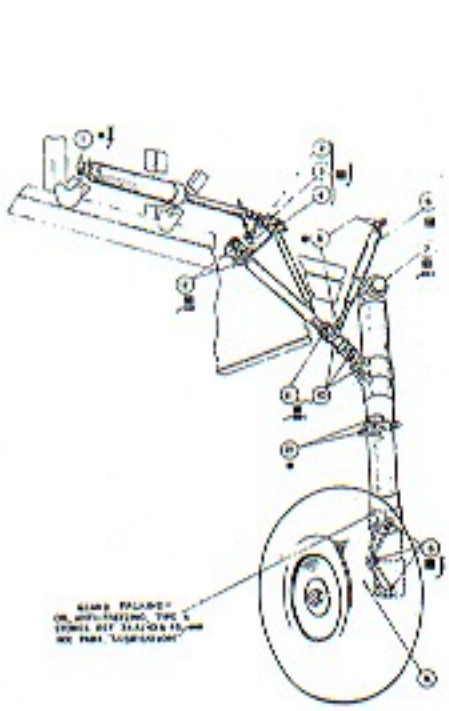
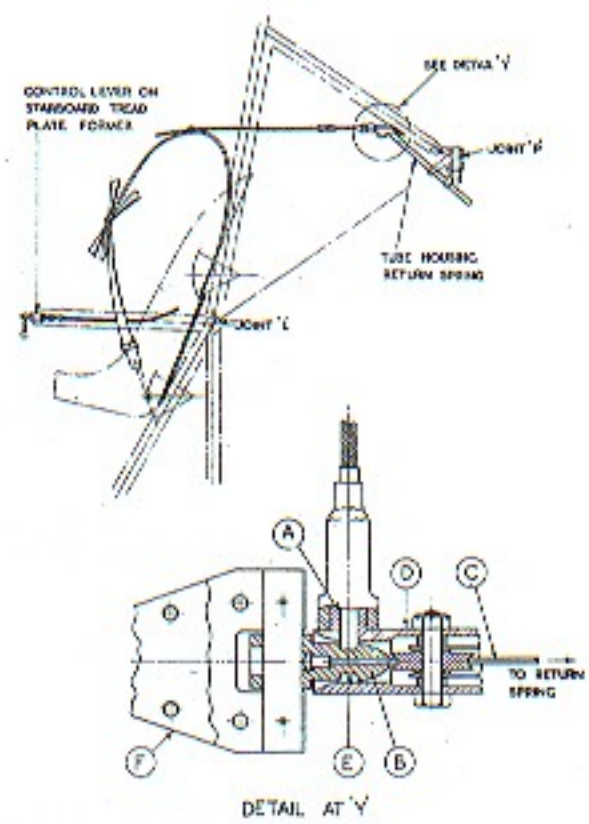
Each of the options in the kit has the same overall camouflage scheme, which is basically Ocean Grey and Dark Green over Medium Sea Grey. The undersurface colour (Medium Sea Grey) was applied first, then once dry was masked with tape and paper. Now I applied the Ocean Grey to the upper surface. Once this had dried I used a combination of Blu-Tack and paper to mask off the camouflage scheme (Photos 37 & 38), before applying the Dark Green (Photo 39). Whilst I had Dark Green in the airbrush I also sprayed the rocket rails with it (Photo 40). On reflection I think that a darker green would have been better, as ordnance of the period was sprayed in a Bronze Green, as were the rocket rails.

Once the paint had all dried the masks were removed. The underside and invasion stripes looked good (Photo 41), as did the rest of the airframe (Photo 42). The model





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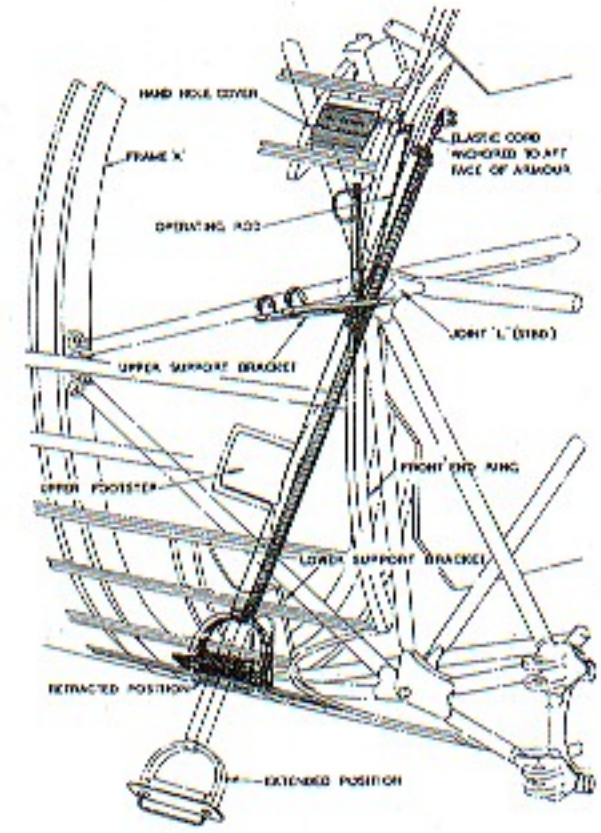

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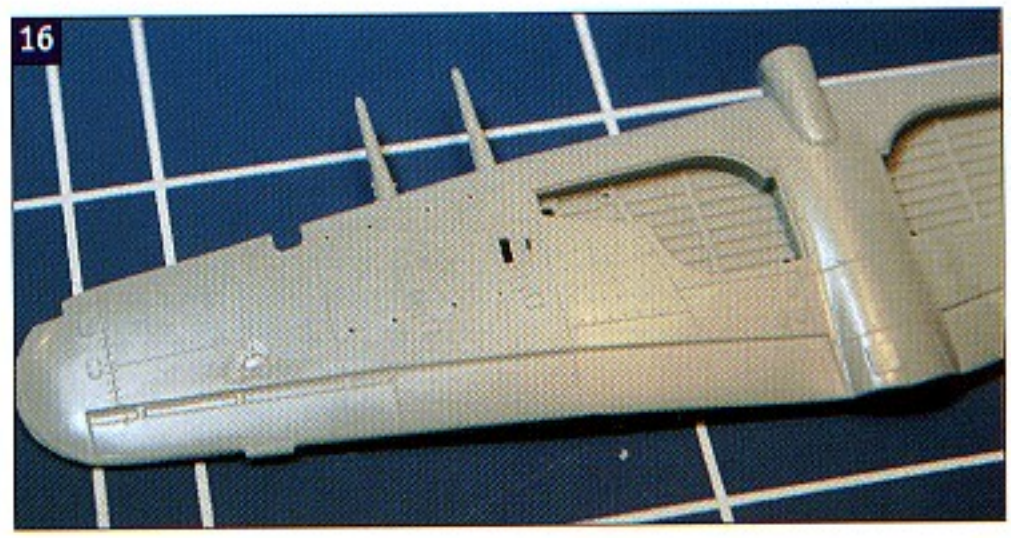
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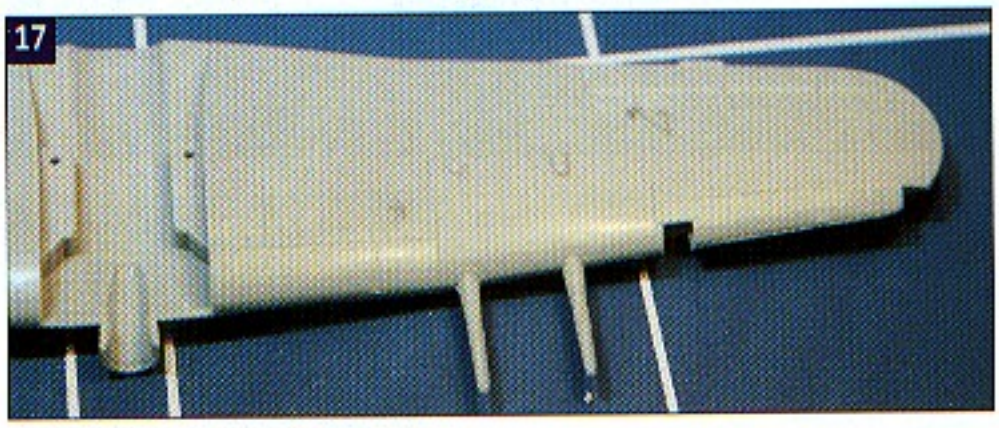
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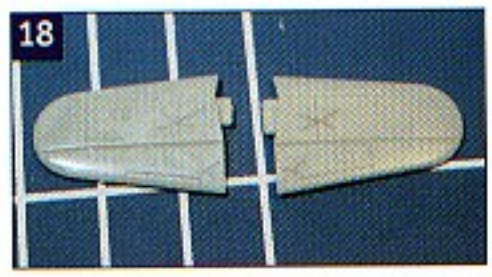
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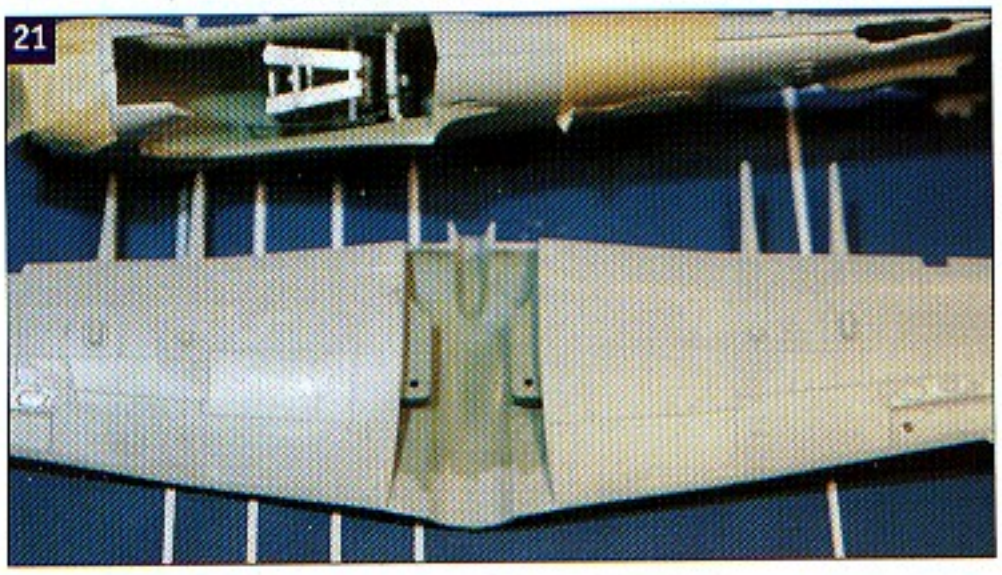
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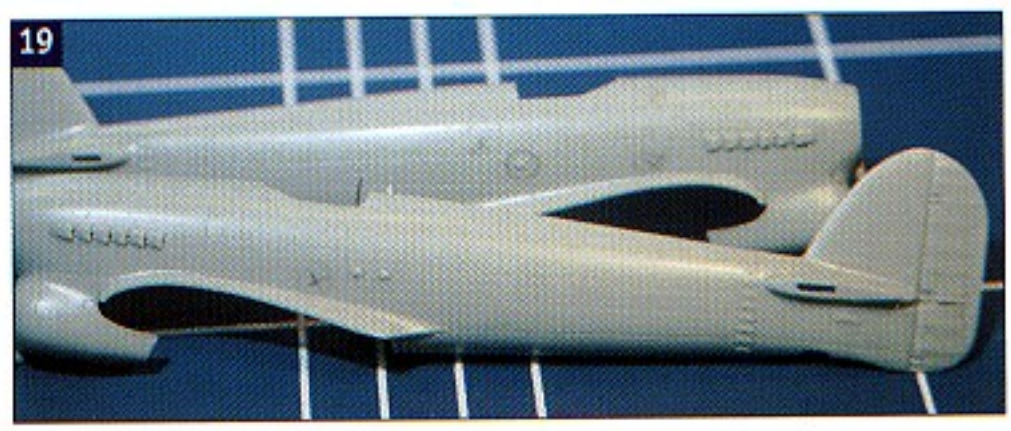
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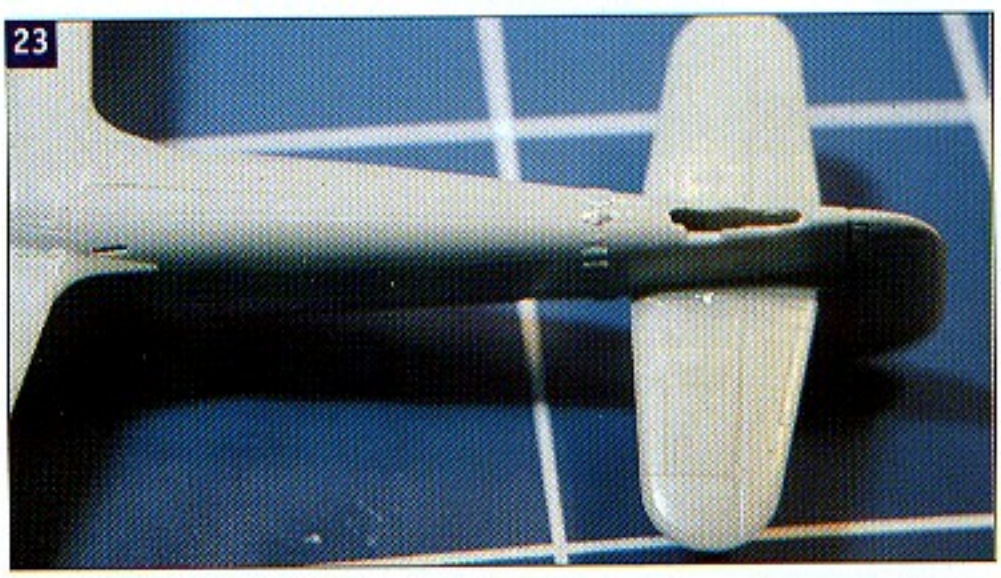
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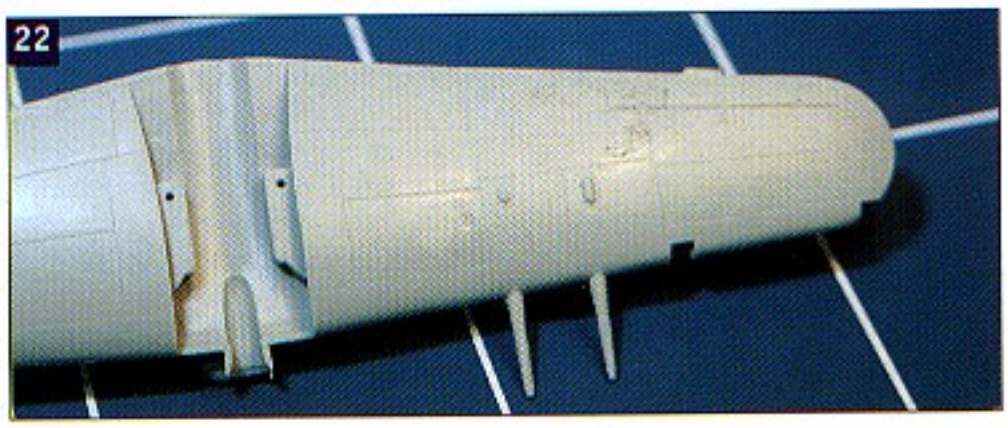
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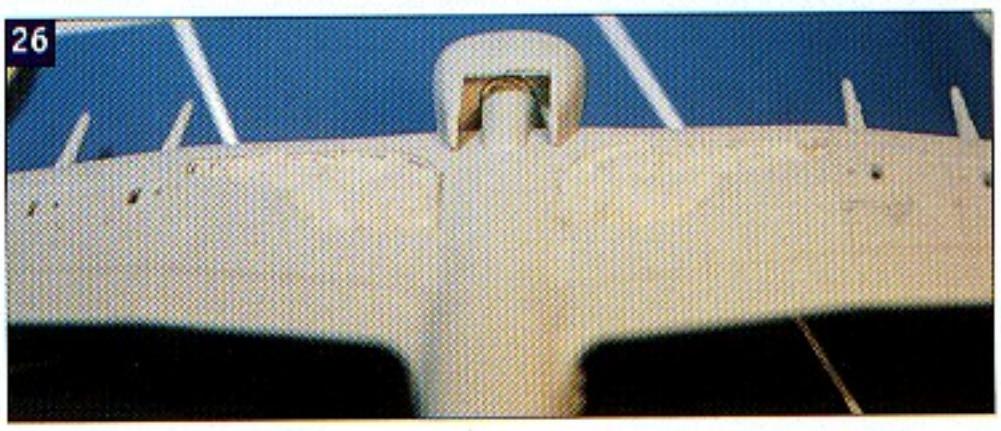
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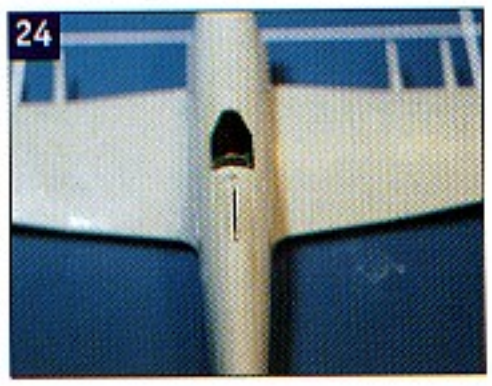
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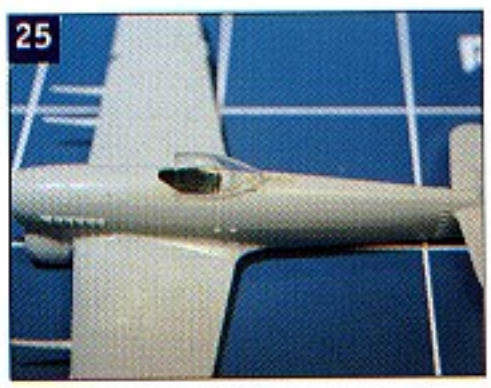
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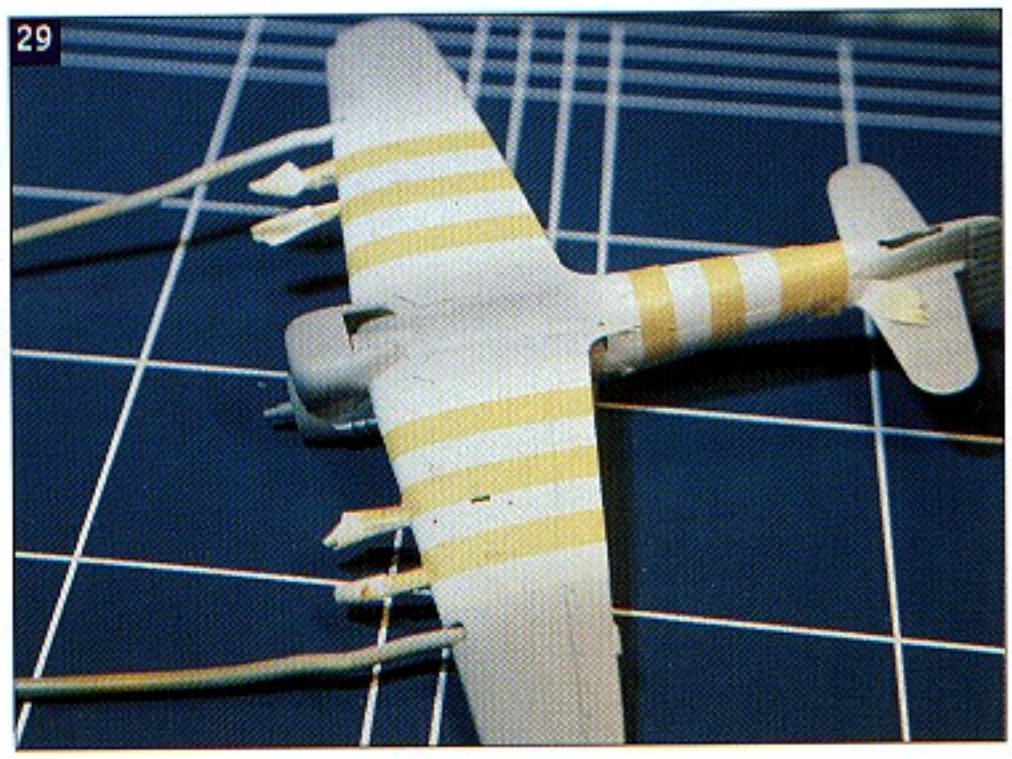
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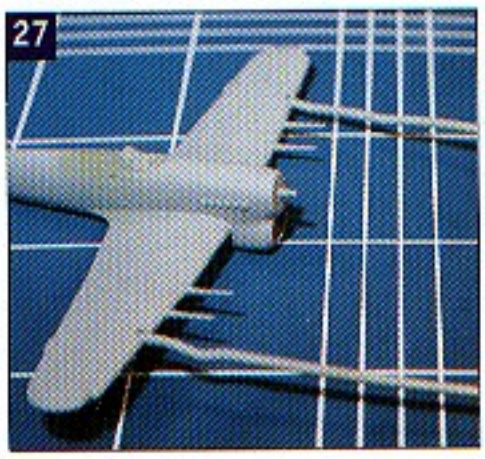
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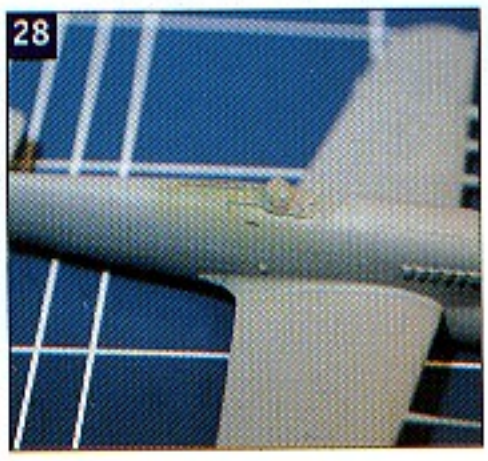
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was now given a couple of coats of gloss varnish and left to dry for five days.

Decals

The kit comes with two options. The first is MN582, HH•A of No 175 Squadron, while the other is SW493, DP•S of No 193 Squadron, Having found photos on pages 83 and 152 of 'The Typhoon and Tempest Story' for MN582, it seemed as if this was fitted with the earlier style tailplanes, and so this was the machine I opted for. This first machine was one of 800 built by Gloster Aircraft Co. at Hucclecote to Contract ACFT/943/C.23(a). The second option was one of a batch of 300 built at Hucclecote to contract ACFT/3864/C.23(a) and although I can't track down conclusive photographic evidence, I suspect that this machine has 'Tempest' tailplanes installed. The only other real difference between these two machines is the propeller, as the first machine has the three-blade one, while the other has a four-blade.

Final Details

The wing tip lights that I had removed in the earlier stages of assembly now needed to be replaced. To do this I superglued pieces of clear plastic into the holes, and once dry trimmed them to shape. You have to sand them into shape, so to protect the paintwork add pieces of masking tape all around the edge. Once smoothed down they looked quite effective (Photo 43), although I also had to mask around them once again to polish the lustre back into the plastic (Photo 44) before they were painted with 'clear' colours.

The whole model was now sprayed with two coats of Humbrol Satin Cote and left to dry for two days. Once this had hardened I turned my attention to the exhaust and cannon staining. This was applied by airbrush, using Xtracolor Exhaust (X504), to the ventral cannon shell ejector ports in the wings (Photo 45), as well as either side of the fuselage, aft of the exhausts. To add a little more realism in this latter area, I lightened the paint with white and sprayed ever-lightening areas into the main exhaust stains. These 'white' areas are often seen in exhaust staining, and are all too often missed. The effect was quite pleasing, although you have to be careful not to overdo it.

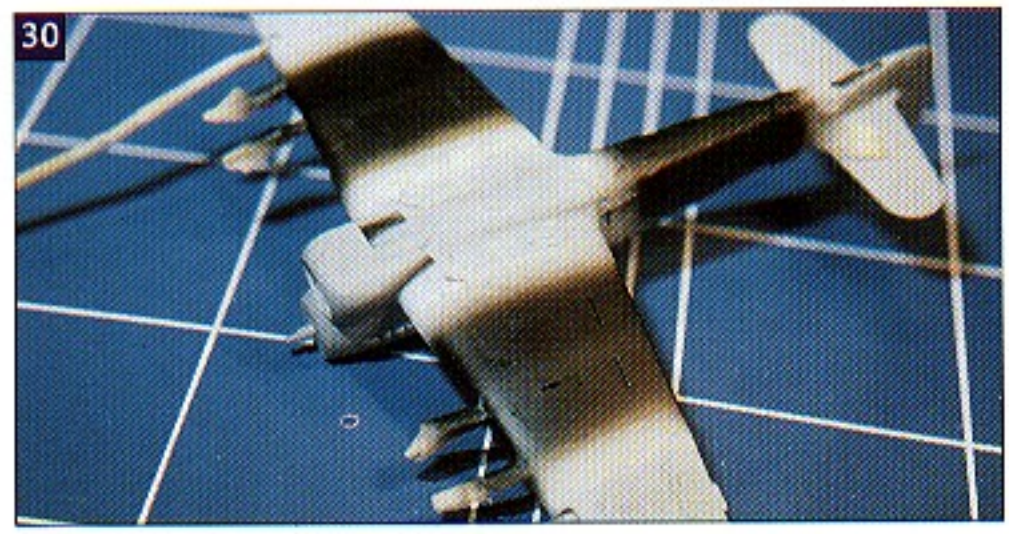
With all the masking removed, the undercarriage oleos were secured in place, although I have to admit with hindsight, that the kit components here are not very good, and could do with being replaced (they look all wrong, and are too 'gangly'). The undercarriage doors were fitted, as was the tailwheel and main wheels. The final details to be added were the canopy sections; the front one was stuck in place with plastic cement, while the latter section was secured with a tiny blob of epoxy cement. Just to finish the model off I added the high frequency radio aerials to either side of the fuselage. These run from holes in the rear fuselage to the leading edge of each tailplane. First I drilled small holes in the fuselage sides, and these are 56mm from the rear of the aircraft. Next I added lengths of monofilament wire and secured them in the holes and to each tailplane leading edge with superglue. The propeller was popped on and the rocket rails glued in place, and there you have it!

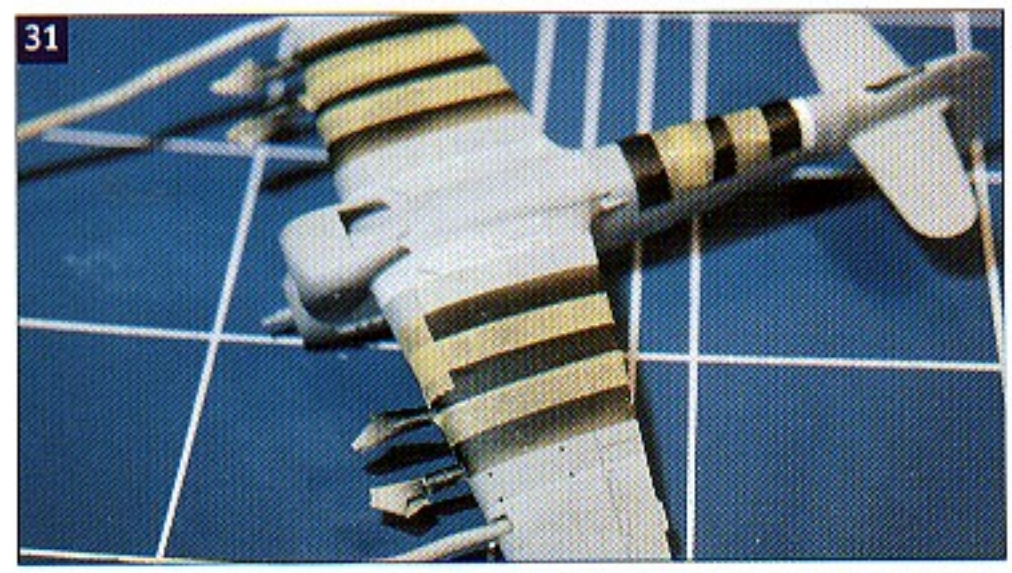
Conclusion

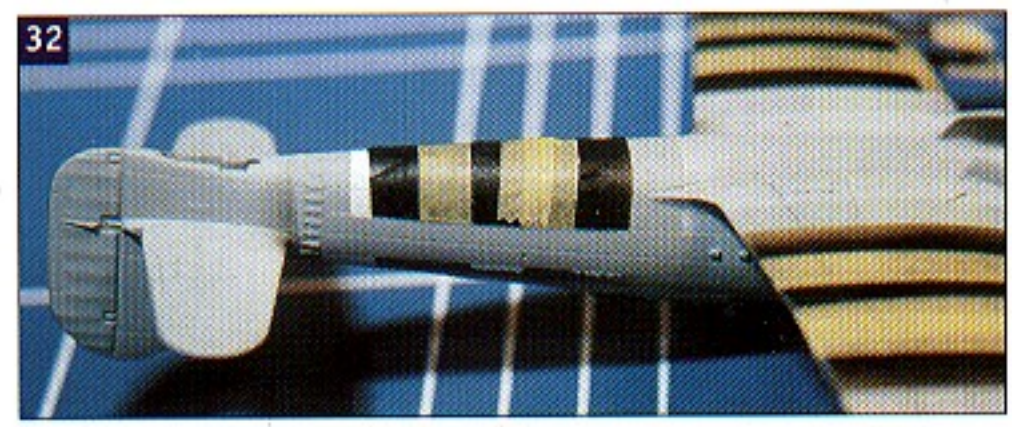
Apart from the problems with the tailplanes and the overall short fuselage length caused by the narrow rudder, this is an excellent kit. It has been many years in coming, as we have all had to do with the 40+ year old Airfix offering until now. With a little work, attention to detail and some of the aftermarket goodies out there, you can build a lovely little Tiffie for your collection. There is a good selection of alternative decals available, so why not add a dozen or so!

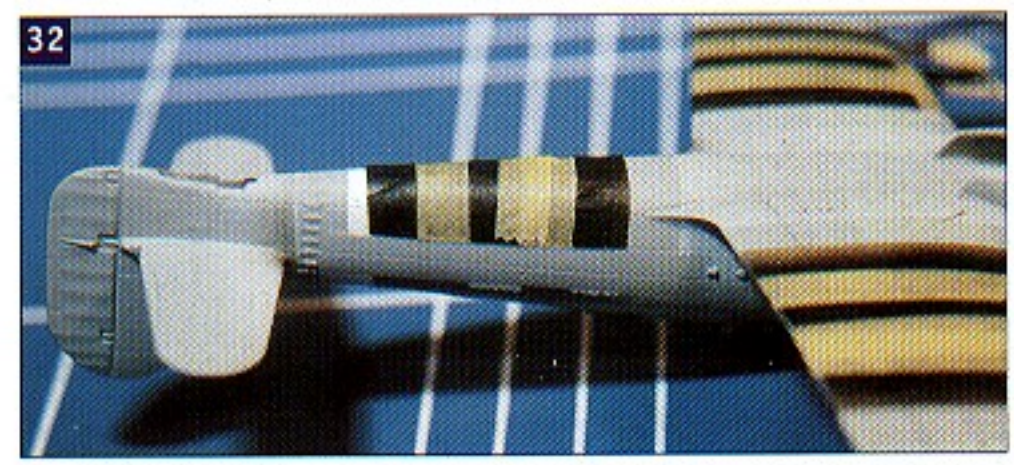
My thanks to Academy Plastic Model Co., Ltd for the kit, Eduard M.A. for their etched detail set and Meteor Productions for the Black Magic™ masks.

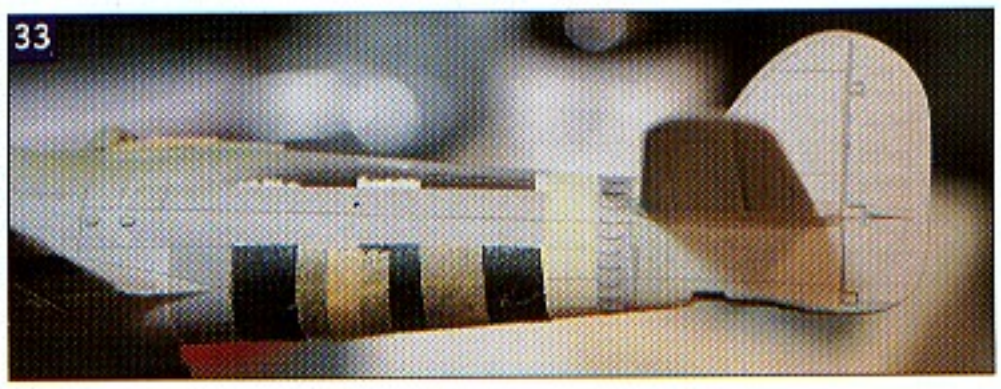
Richard A. Franks







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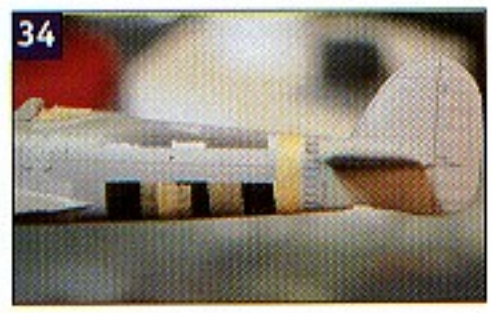
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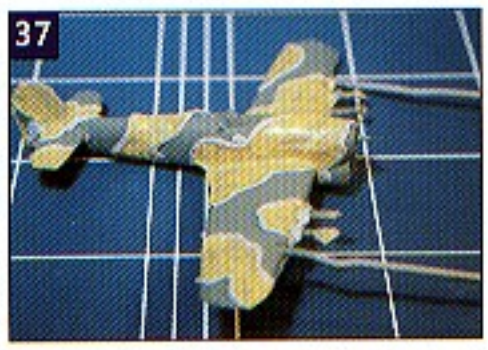
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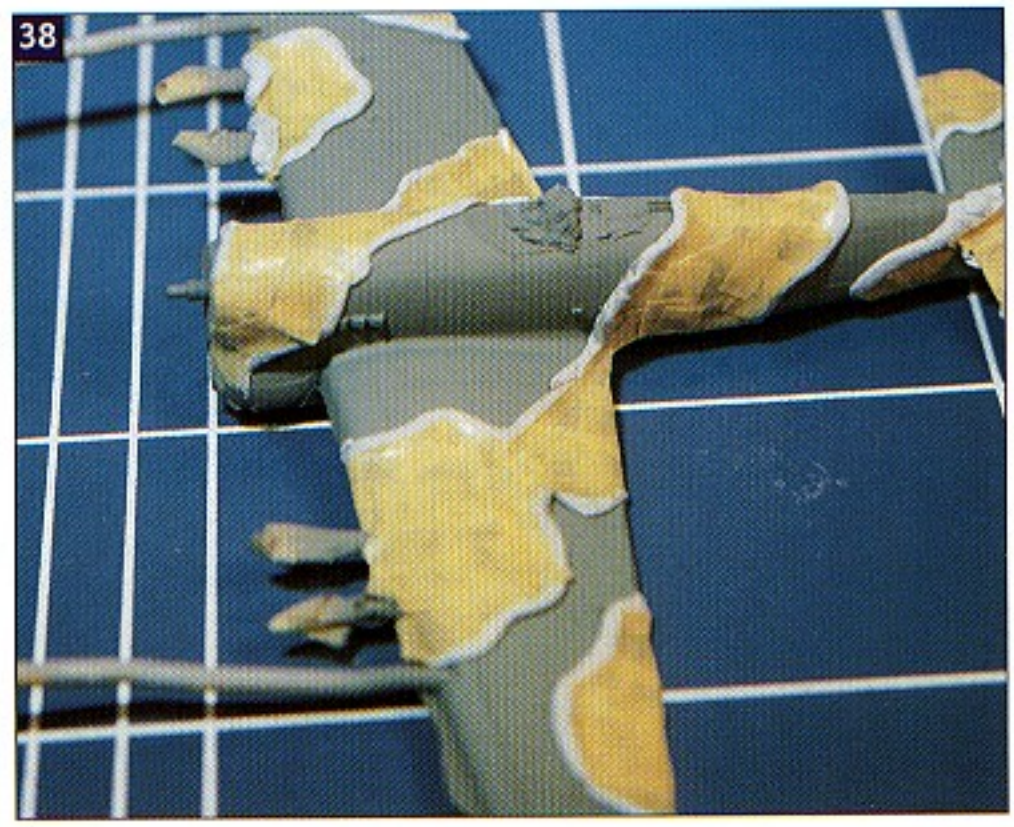
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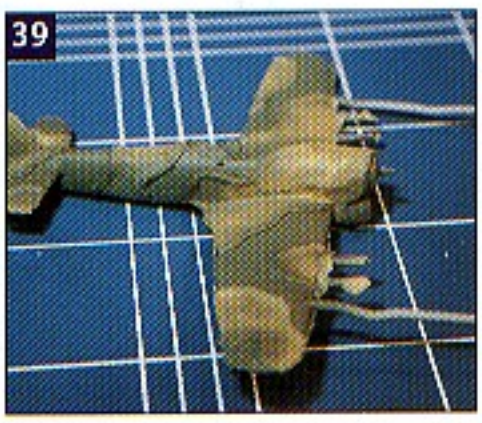
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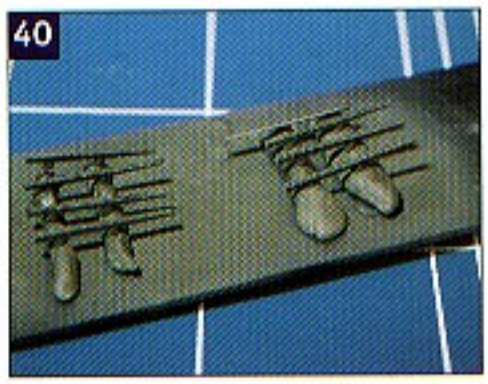
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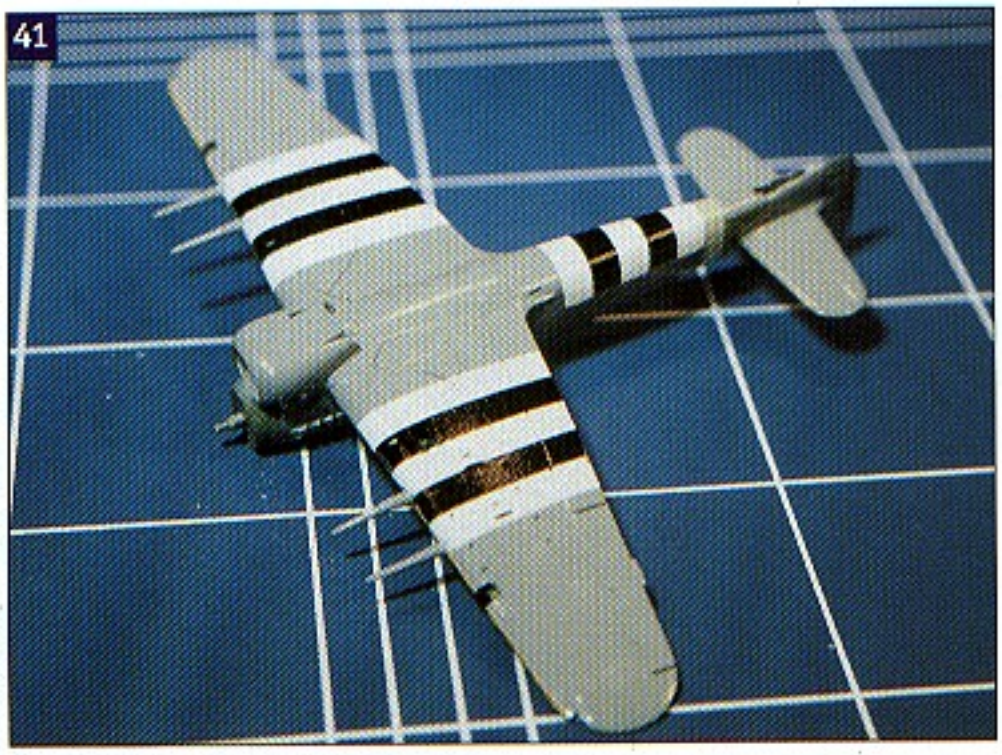
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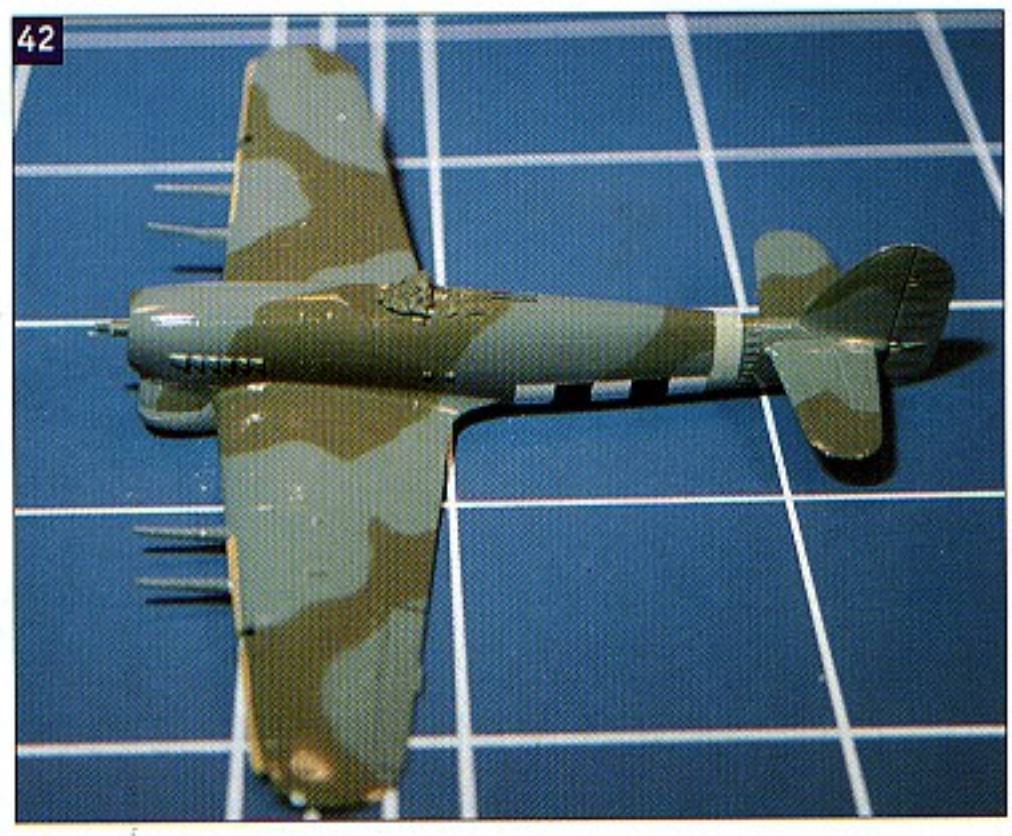
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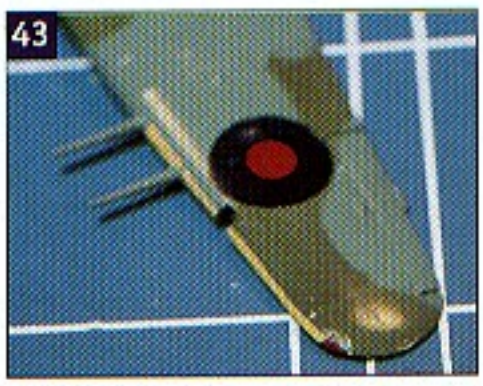
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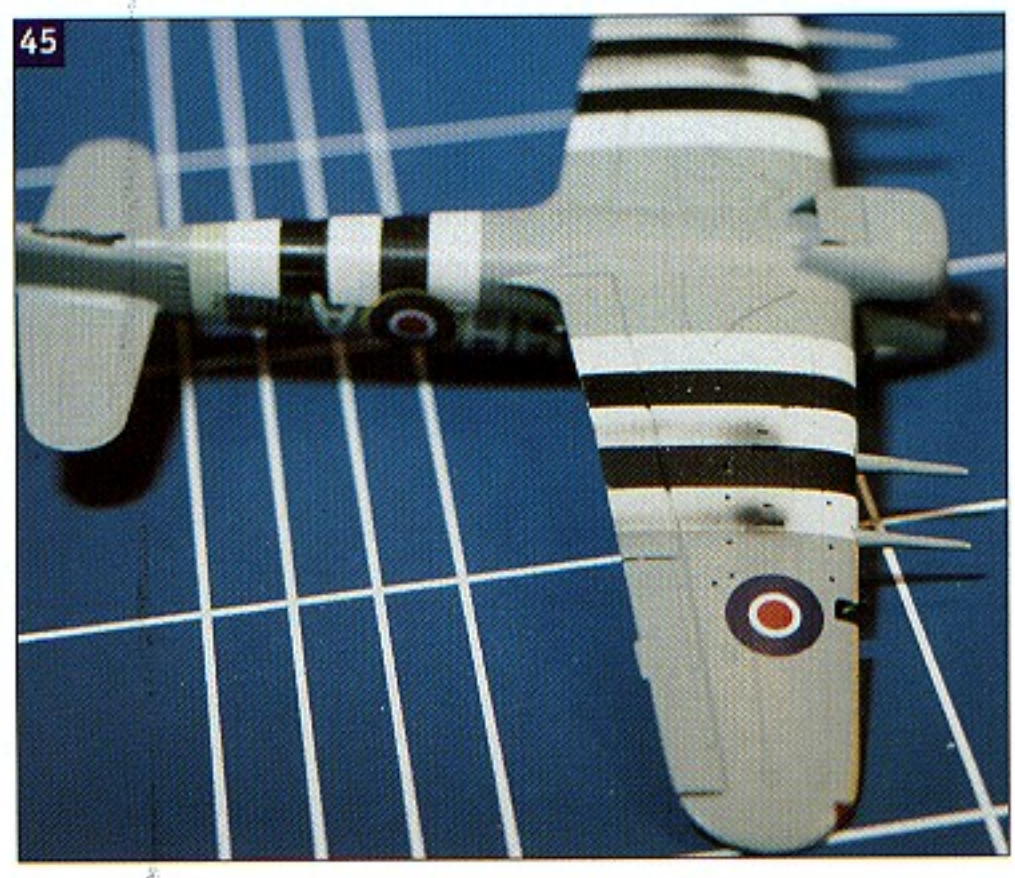
45

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- Air Publication 1604A Typhoon F Mk Ia, Ib and FR Mk Ia & Ib
- Famous Airplanes of the World No 63
- Hawker Typhoon/Tempest
- Scale Models November 1975 (Includes A.L. Bentley scale plans)
- Luftfahrt International 17
- The Typhoon & Tempest In Action Squadron-Signal Publications

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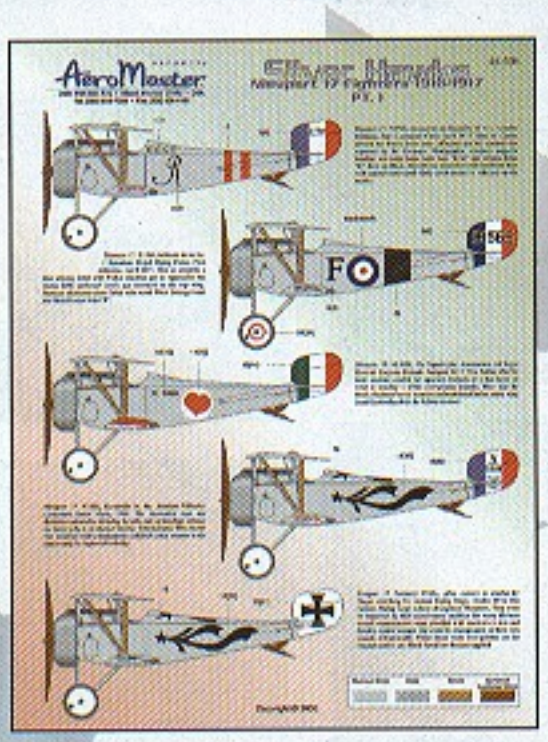

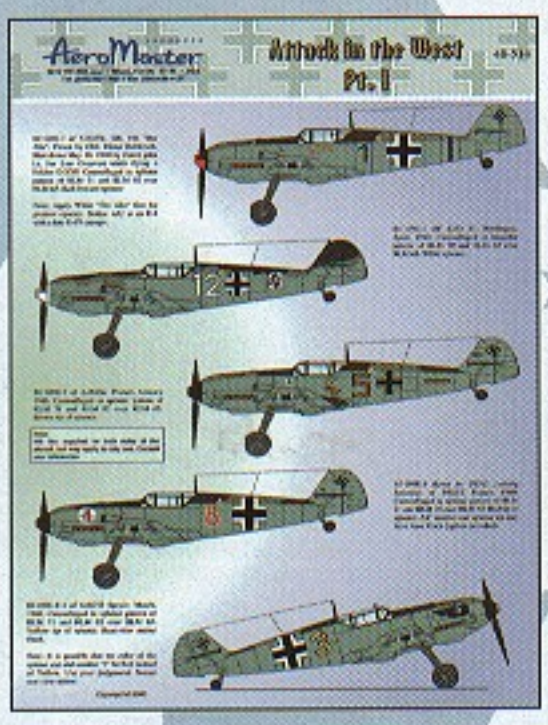

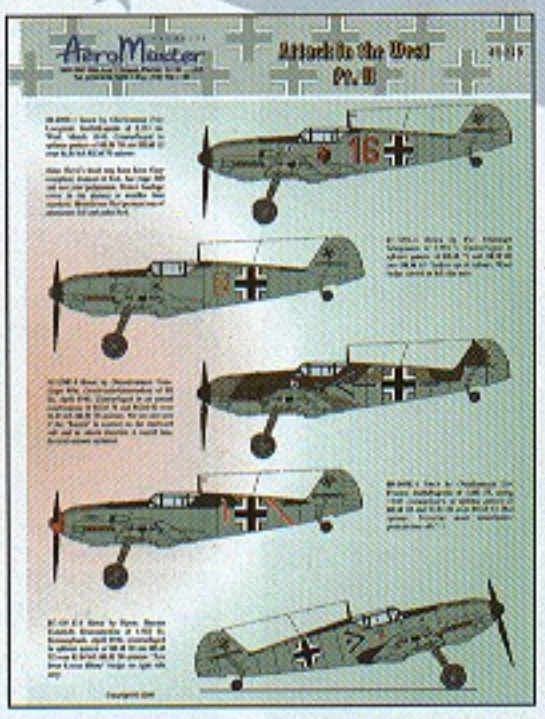

48-514 ATTACK IN THE WEST PT. 1

A/C 1 -Bf-109E-1 of 5.(J)/TR. GR. 186 'Der Alte'. Flown by Oblt. Dieter Robitzsch. Shot down May 10, 1940 by Dutch pilot Lt. Jan Law Overvest while flying a Fokker D.XXI!
A/C 2 -Bf-109E-1 OF 4./JG 51, Boblingen, April, 1940.
A/C 3 - Bf-109E-3 of 6./JG26, France, January 1940.
A/C 4 - Bf-109E-1 flown by UFFZ. Ludwig Beimeier of 2/JG52, France, 1940.
A/C 5 - Bf-109E-E-1 of 6./JG52 Speyer, March, 1940.

48-504 SILVER HAWKS PT. 1

A/C 1 - Nieuport 17, N2779, believed to be Escadrillo N. 112.
A/C 2 - Nieuport 17, B1569, believed to be No. 1 Squadron.
A/C 3 - Nieuport 17, NL3656, 77a Squadriglia.
A/C 4 - Nieuport 17, N1831, Escadrillo N. 86.
A/C 5 - Nieuport 17, Formerly N1831.

48-505 FALCONS OF THE RED☆

A/C 1 - Yak-1b, flown by the Sqdn. Commander of the Sword Group, Senior Lt. P.M. Chuvelev, August 1943.
A/C 2 - Yak-9U S/N 42166097, White 29. Flown by Lt. N.F. Kizim, Second Air Sqdn., Yambol Airfield, Bulgaria, 1945-46.
A/C 3 - Yak 1-b S/N 8146, flown by Deputy Regimental Commander, Lt. Colonel Yu.N. Kutikhin, 1942-September 1944.
A/C 4 - Yak-1M, flown by Hero of the USSR, 2nd Sqdn. Deputy Commander Senior Lt. A.A. Shokurov. Chenstochovo Airfield, Poland 1944,
A/C 5 - Yak-7b, S/N 4415332, flown by Deputy Regimental Commander, Major A.V. Chirkov, May 1943.

PACIFIC LIGHTNINGS PT. II

A/C 1 -P-38J, "WINDY CITY RUTHIE", flown by Ken Ladd.
A/C 2 -P-38J-10, 42-67590 "JANDINA II", 80th FS, flown by Capt. Jay Robbins.
A/C 3 -P-38L-5, 44-25638, 'MADU V', 431st FS, flown by Capt. Louis DuMontier, April 1945.

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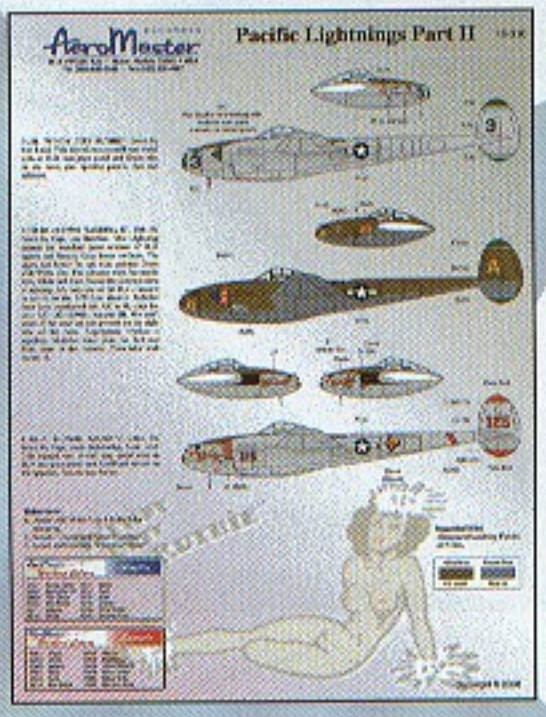

Photograph Shown: P47D-25RE of GC 11/2 Lafayette, Amberieu, France, 1944. AMD Decal 48-081, and AeroMaster Warbird Colors complement this beautiful Monogram kit. Model by G.B.

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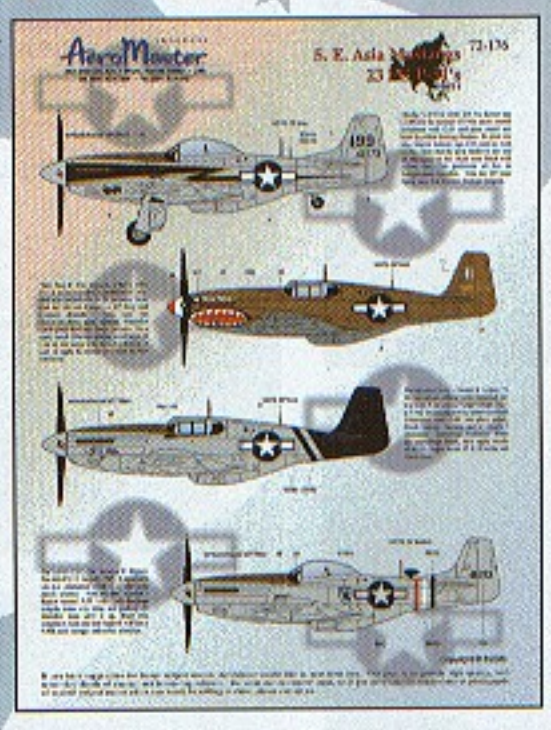

72-176 S.E. ASIA MUSTANGS

A/C 1 - "Barfly," a P-51K of the 118 Tac Recon Sqn (23 FG) in the summer of 1944.
A/C 2 - "Bull Frog I," Col. David L. ("Tex") Hill's P-51B.
A/C 3 - The mount of 1st Lt. Donald S. Lopez, 75 FS operations officer (who finished the war with 5 victories). "Lope's Hope 3rd," a P-51C (serial unknown).
A/C 4 - The 23FG C.O., Col. Edward F. Rector, flew this P-51D in early 1945.

48-515 ATTACK IN THE WEST PT. II

A/C 1 - Bf-109E-1 flown by Oberleutnant Fritz Losigkeit, Staffelkapitän of 2./JG 26, Werl, March 1940.
A/C 2 - Bf-109E-4 flown by Fw. Christoph Schugmann of 3./JG 3.
A/C 3 - Bf-109E-3 flown by Oberstleutnant Hans-Hugo Witt, Geschwaderkommodore of JG 26, April 1940.
A/C 4 - Bf-109E-1 flown by Oberleutnant Gert Framm, Staffelkapitän of 2./JG 27, spring 1940.
A/C 5 - Bf-109 E-1 flown by Hptm. Hannes Trautloft, Kommandeur of I./JG 20, Bonninghardt, April 1940.

72-178 PHANCY PHANTOMS PT.1

F-4B Phantom BuNo. 150628. Air Wing 17's CAG bird for VF-11 Red Rippers aboard USS Forrestal (CVA-59) November of 1968.
F-4J Phantom BuNo. 155854. Assigned to VF-103 and flown by Commander Carrier Air Wing Three aboard USS Saratoga (CVA-60) in 1978.
F-4N Phantom BuNo. 150442. Bicentennial bird flown by Commander of Reserve Carrier Air Wing 30. Aircraft for VF-302 based at NAS Miramar in March 1976.

48-511 ANYTIME BABE! PT. IV

A/C 1 - F-14B, #101 of VF-103 'Jolly Rogers'.
A/C 2 - Another F-14B of VF-103.
A/C 3 - F-14A of VF-103 Black Knights.

48-502 PHANCY PHANTOMS PT. II

A/C 1 - F-4J S/N 155580, VF-96.
A/C 2 - F-4J, S/N 15384, VF-92.

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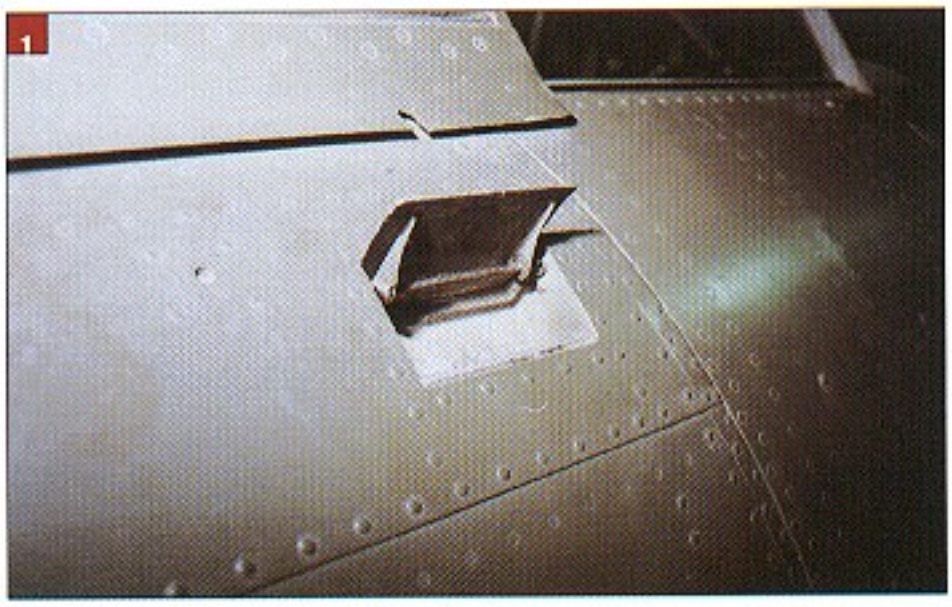
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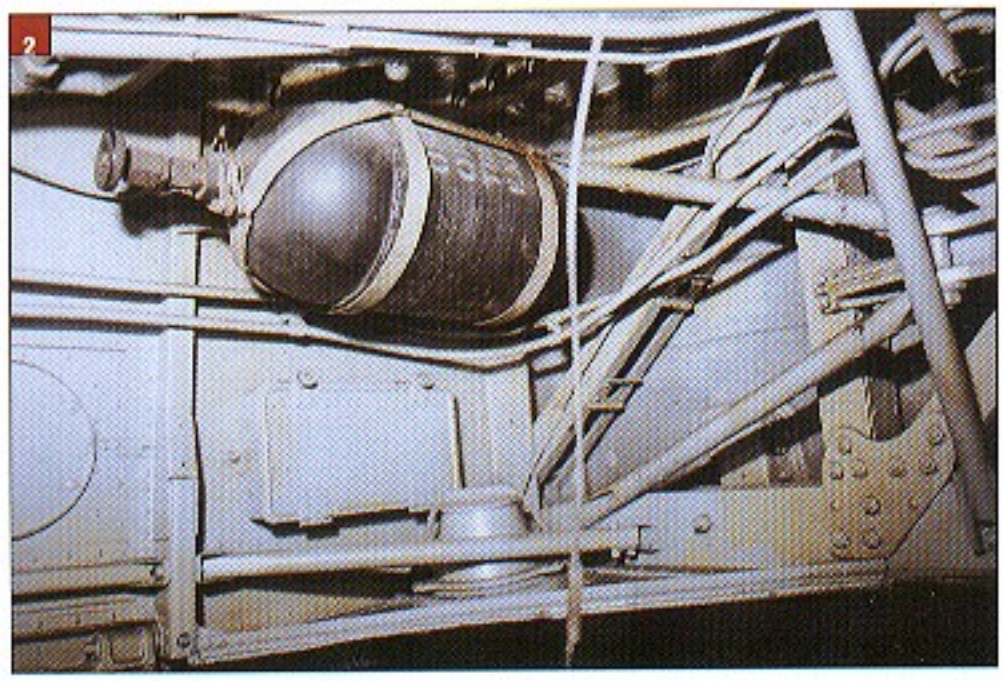
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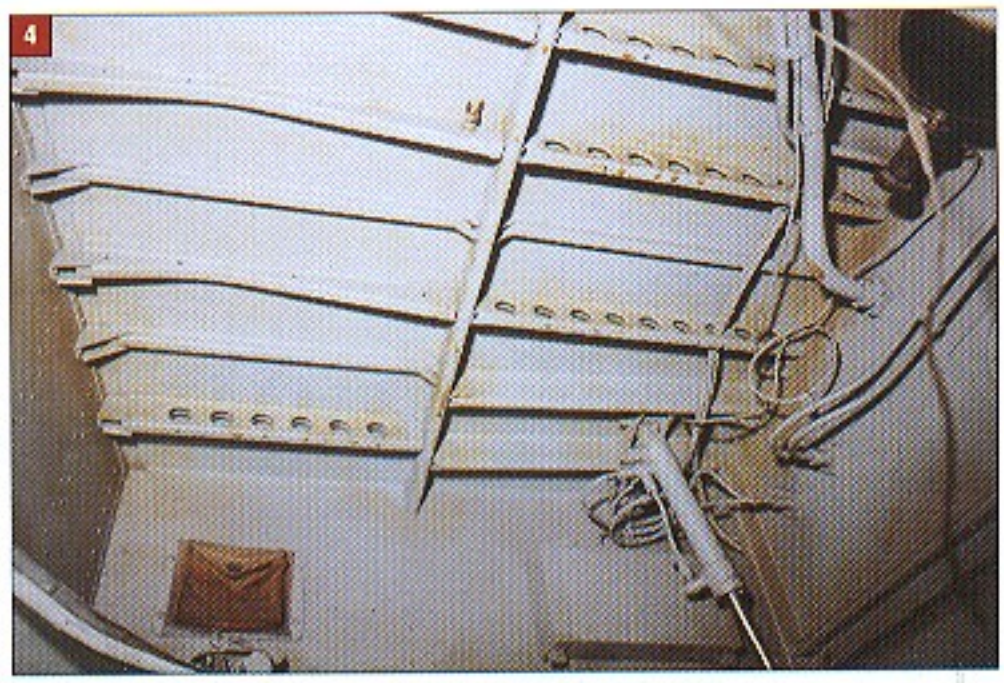
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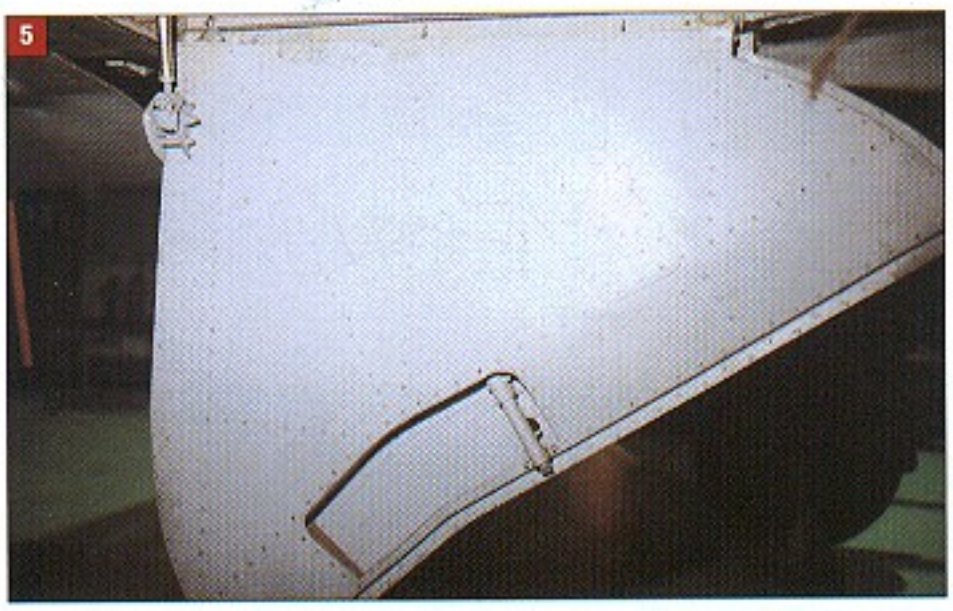
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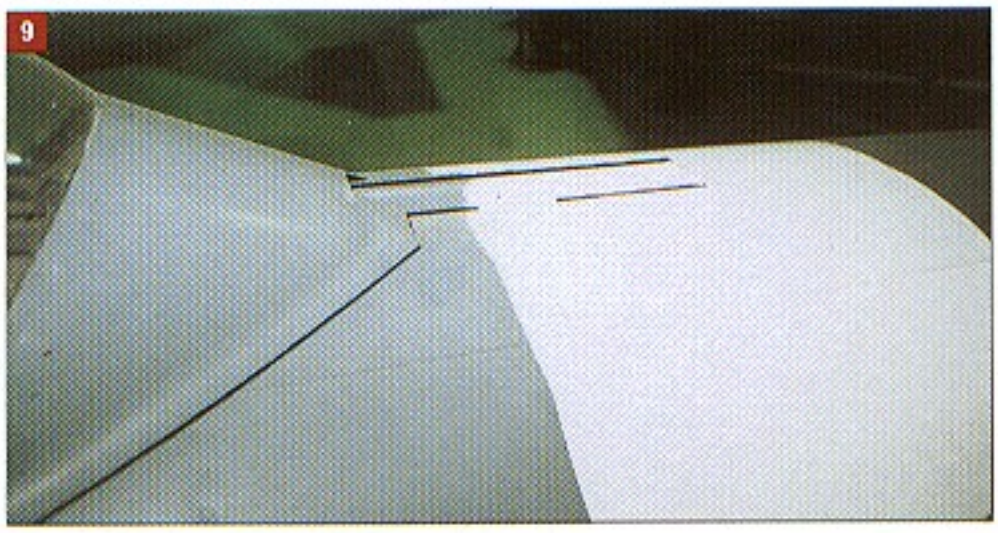
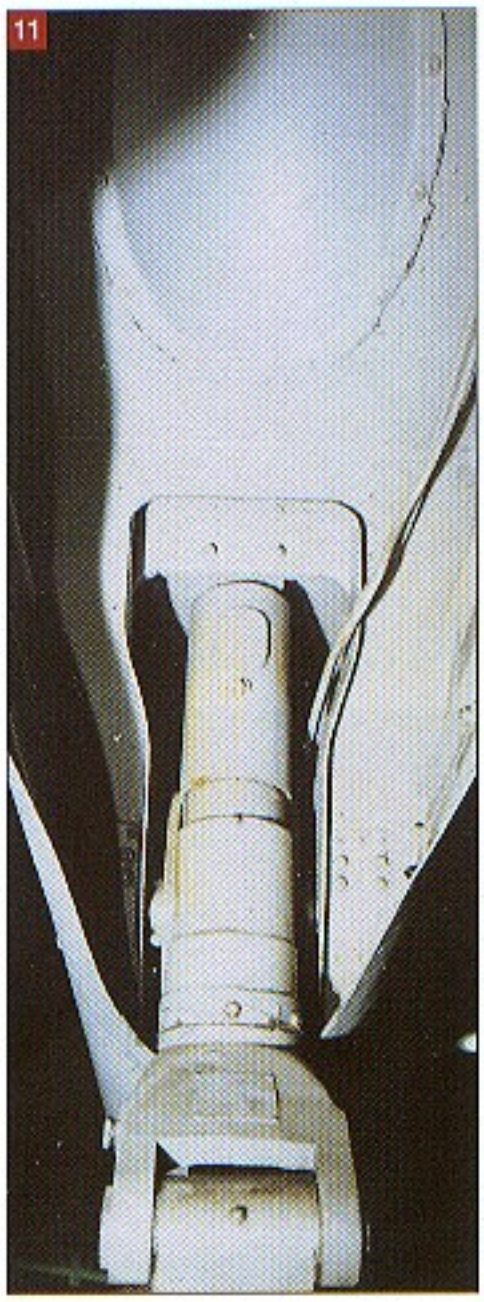
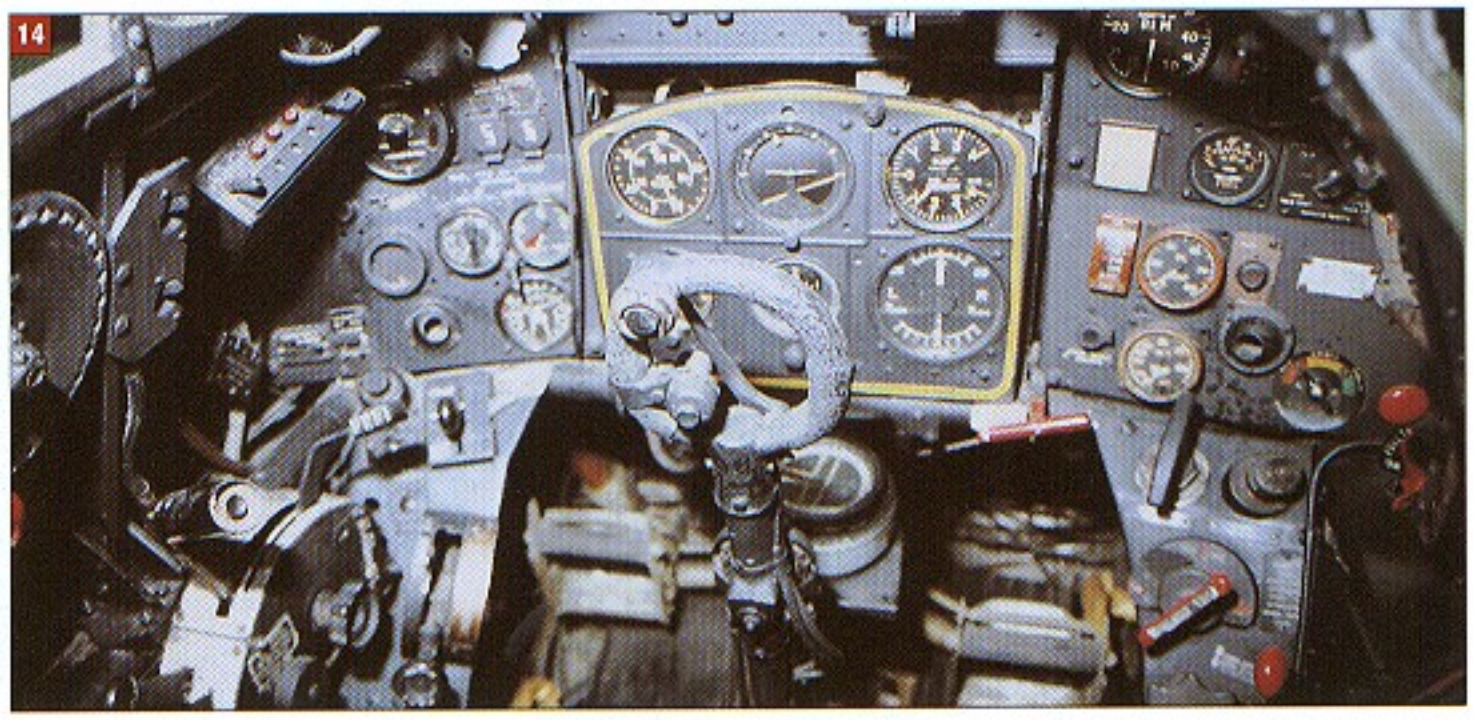
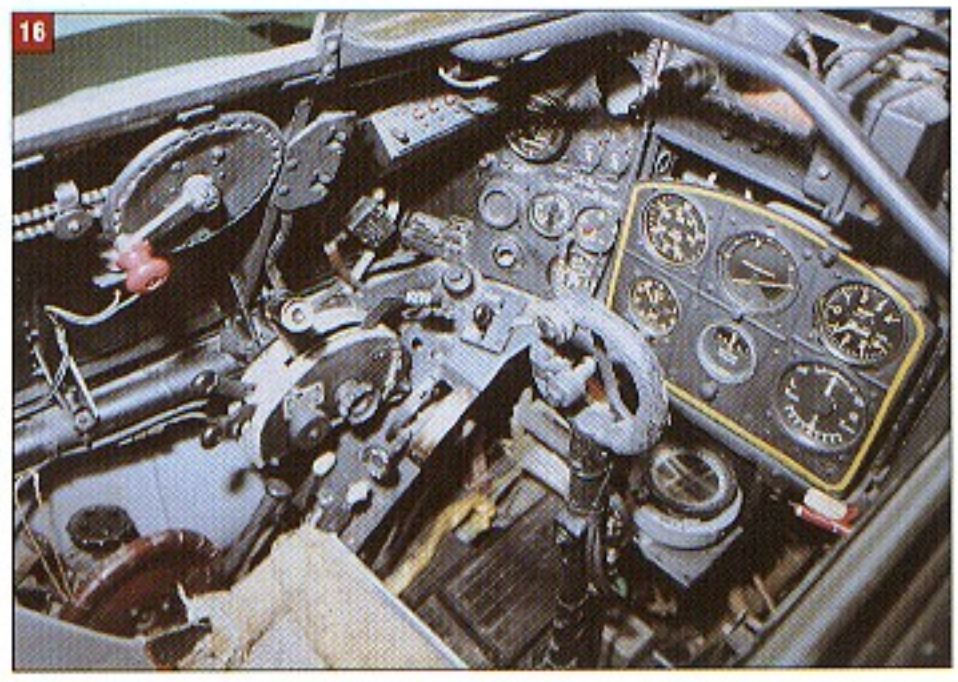
- 1. This is the access grab-handle on the Starboard fuselage side. The wire in the back of this allows the access step to be dropped
- 2. Just in case you wish to add detail in the wheel wells, this is the view in the Starboard well, looking forward and to the centre section
- 3. This view into the wheel well shows the inner door hydraulic ram and reservoir
- 4. This is a view up into the top of the wheel well
- 5. The inner face of the inner wheel well door
- 6. The access step on the Starboard side
- 7. Here you can see the lower access step on the Starboard side
- 8. This step is situated in the upper inner edge of the Starboard wing

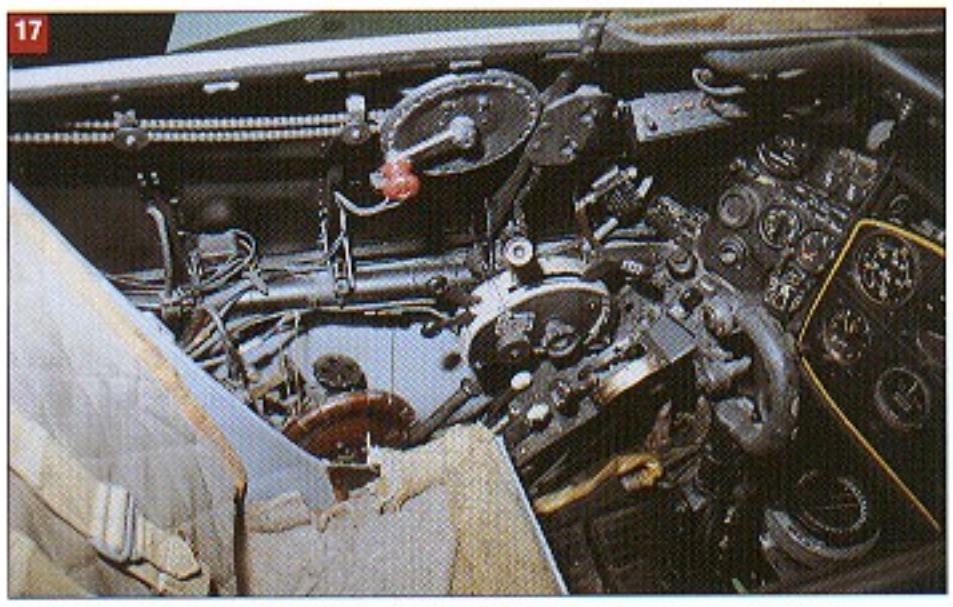


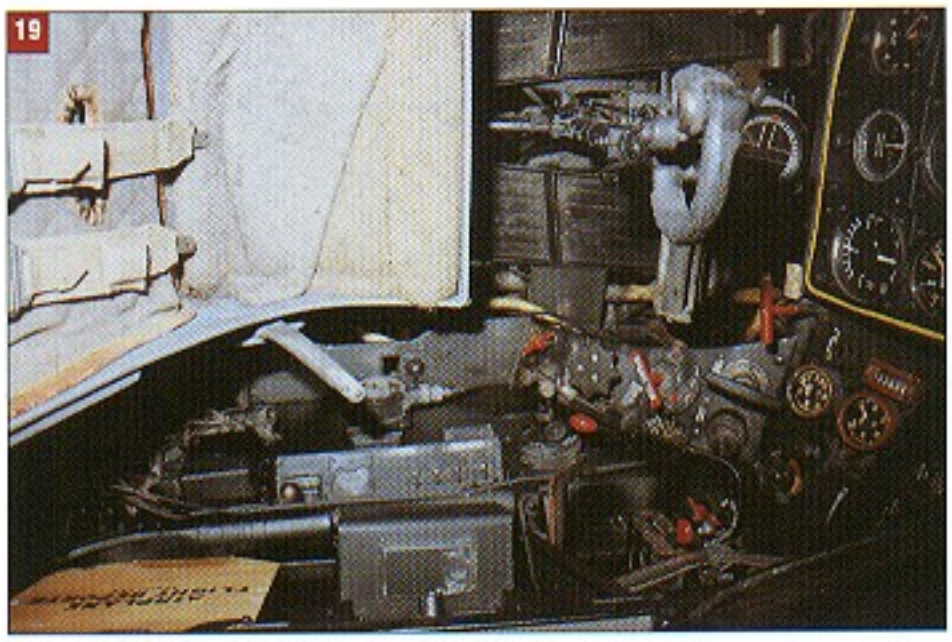


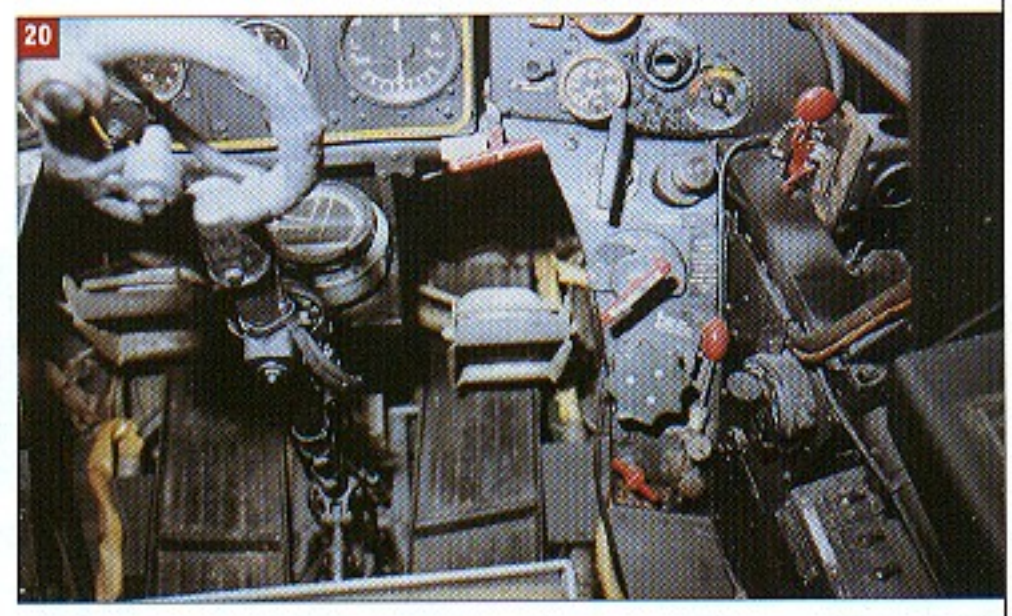


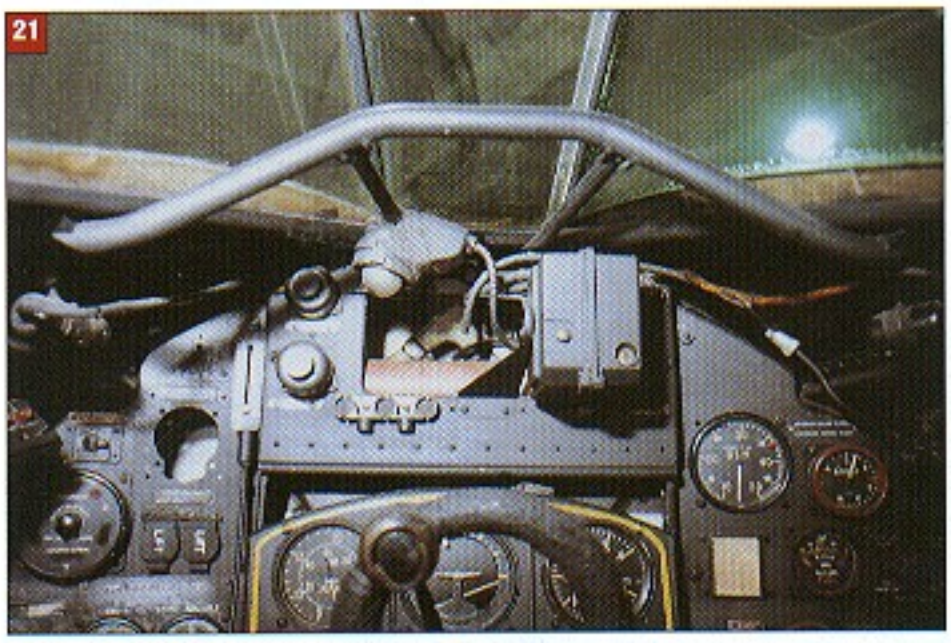


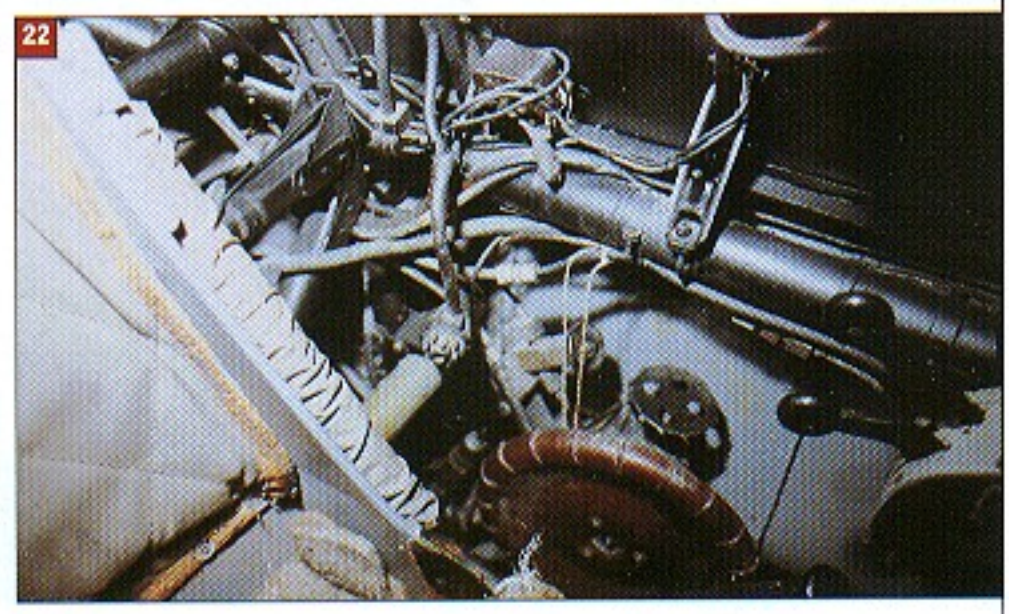
- 9. The canopy rails on the dorsal spine
- 10. These are two of the carbon-monoxide vents in the Port fuselage side
- 11. A look up into the tailwheel well
- 12. This is what is called a 'boat antenna' and it is installed on the underside of the fuselage, on the Port side, just aft of the wing trailing edge
- 13. Overall view of the tailwheel
- 14. Overall view of the main instrument panel. The panel outlined in yellow is the blind flying group
- 15. This view of the upper section of the instrument panel also shows the bar on which the gunsight would usually be mounted
- 16. Clear view of the Port side of the cockpit. Note the prominent crank and chain for the canopy on the upper edge

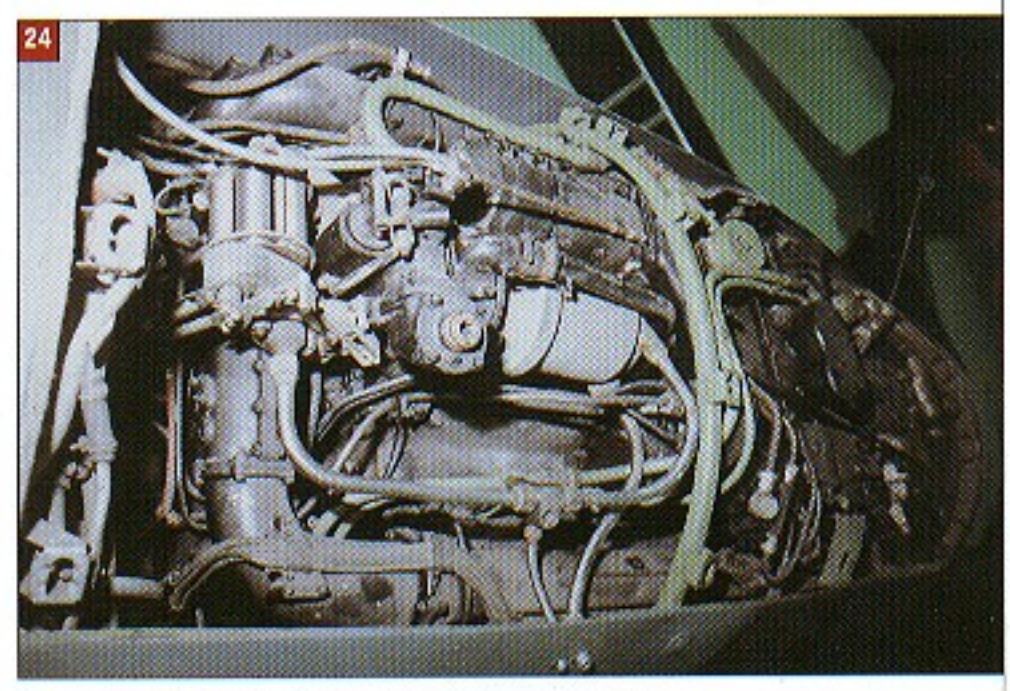






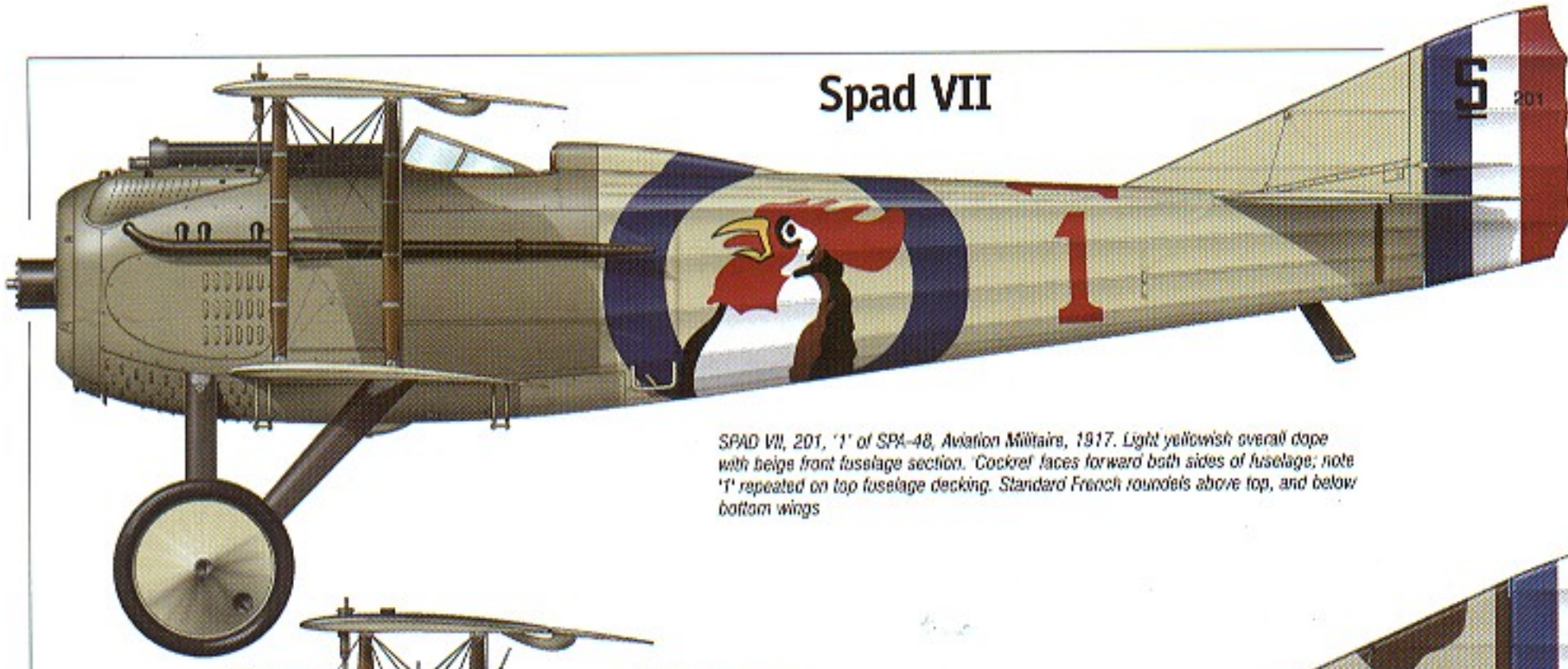






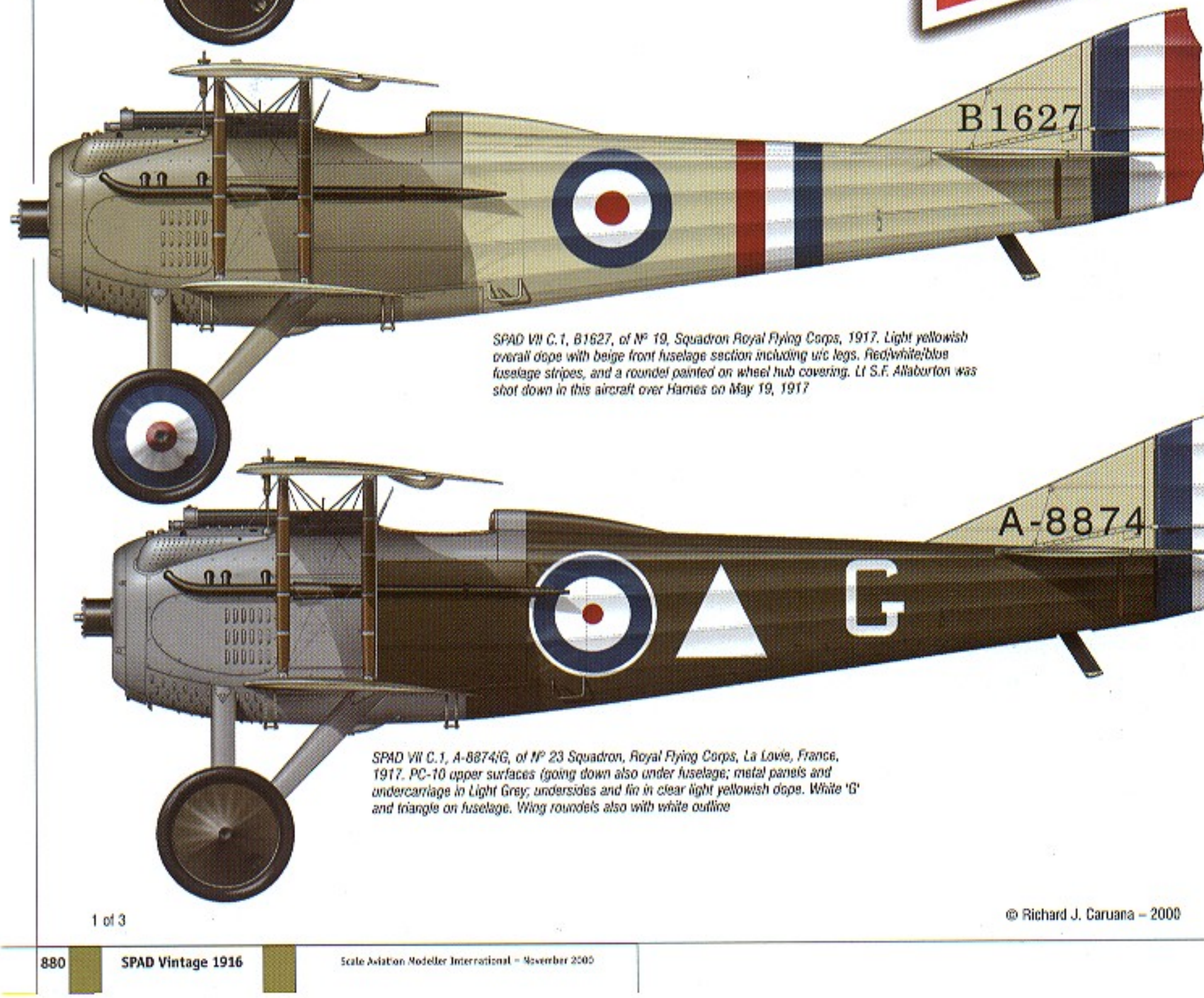
- 17. This lower view of the Port cockpit side shows the throttle quadrant and trim wheel
- 18. A clear view of the pilot's seat. Note the padded back and the way in which the harness is mounted
- 19. A look down into the Starboard side of the cockpit. This area is dominated by the electrical distribution panel
- 20. This shot of the front corner of the Starboard side shows the Ki-gas priming pumps on the side console
- 21. This view of the upper section of the instrument panel shows the bar for mounting the gunsight
- 22. A close-up of the rear section of the Port sidewall. Note the trim wheel
- 23. This shot shows the windscreen etc. Note the fact that age has meant the laminated glass has suffered and cracked
- 24. This is not a view you usually get to see, but here you can see all the associated pipework etc on top of the engine

Spad VII



SPAD VII, 201, '1' of SPA-48, Aviation Militaire, 1917. Light yellowish overall dope with beige front fuselage section. 'Cockrel' faces forward both sides of fuselage; note '1' repeated on top fuselage decking. Standard French roundels above top, and below bottom wings

SPAD VII, '4' of SPA-38, Aviation Militaire. Wavy pattern in light tan, dark brown and dark green on upper surfaces with light grey underside to the fuselage, and clear yellowish dope underside of flying surfaces. Red (outer) white and blue roundels above top wings and below lower wings; '4' repeated in similar style to that of fuselage under port wing, and above starboard wing, inboard of roundel



SPAD VII C.1, B1627, of N° 19, Squadron Royal Flying Corps, 1917. Light yellowish overall dope with beige front fuselage section including u/c legs. Red/white/blue fuselage stripes, and a roundel painted on wheel hub covering. Lt S.F. Allaburton was shot down in this aircraft over Hames on May 19, 1917

SPAD VII C.1, A-8874/G, of N° 23 Squadron, Royal Flying Corps, La Lovie, France, 1917. PC-10 upper surfaces (going down also under fuselage; metal panels and undercarriage in Light Grey; undersides and fin in clear light yellowish dope. White 'G' and triangle on fuselage. Wing roundels also with white outline

1 of 3

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The strong lines of the SPAD VII come out clearly in this side view of S.116, and aircraft flown by Adj Maxime Lenoir of SPA.23, 1916. Note that the personal marking under the cockpit is a 'rebus', consisting of 'Le' and a negro's head (noir). (R.J. Caruana Archives)

SPAD VINTAGE 1916

The SPAD series of fighters, especially the VII and XIII, must rank amongst the finest (if not the finest) French fighting machines of World War I. It certainly left an indelible mark in its design, having departed from the extremely lightweight sesquiplane formula as epitomised in the Nieuport scouts of the time, to produce a much sturdier and heavier machine. Above all, it provided a solid base for future development which continued unabated till the end of hostilities. Richard J. Caruana takes a close look at the first major version, the SPAD VII, which became the favourite mount of some of the most famous Allied aces of the First World War.

Early designs to emerge from the Société anonyme pour l'Aviation et ses Dérives (SPAD) were perfect examples of the 'need being the mother of invention'. Louis Béchereau, chief designer, had been responsible for the exotic A2 and A4, which had a gunner placed in a nacelle hinged to the forward fuselage – ahead of the tractor propeller! This was mainly due to the reluctance of British and French authorities to back the development of an interrupter mechanism, enabling a machine-gun to be fired through the propeller arc. Needless to say, this arrangement was extremely unpopular with its crews. Still, some 90 examples of the A2 were built, 42 for the Aviation Militaire (French Army Air Force) and 57 for the Imperial Russian Air Service. While the A2's career with the French was cut short, the Russians were forced to retain it in service due to shortage of aircraft, and even acquired a further 10 A4s, a development of the A2.

Swiss-born Marc Birkigt, chief designer of Hispano-Suiza, who had foreseen that the rotary engine was close to its limit in development, embarked on the design of a new water-cooled V-8 engine. Designated Hispano-Suiza 8A, it produced 140hp; but even more important was Birkigt's own design for a synchronising gear. Béchereau, therefore, found awaiting him a unique opportunity, of designing a completely new scout around the new engine and gun-synchronising mechanism. This evolved into the SPAD V, which though conventional in layout, retained many of the A2 and A4 features, such as the triangular fin, much of the rear fuselage, and particularly the unusual interplane bracing and method of actuating the ailerons, which were fitted to the upper wing only.

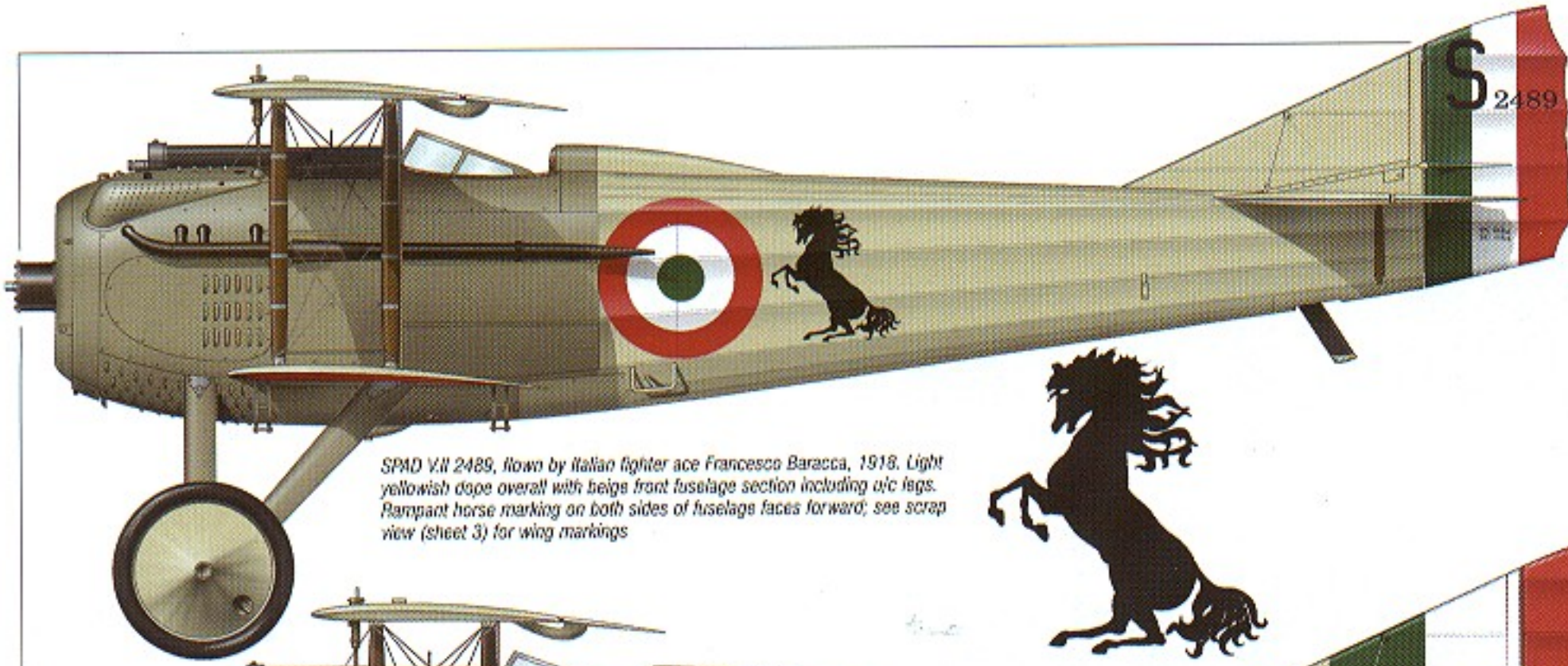
The first flight of the SPAD V was performed in the first half of April, 1916, by the company's chief test pilot Béquet, when a top speed of 215km/h was claimed to have been reached. By April 19, the Royal Flying Corps (RFC) had recorded a more sober 170km/h, although both figures are devoid of details regarding the conditions or altitude in which they were attained. Still, the aircraft promised an excellent performance, a substantial advantage over that of Nieuport scouts then in service, and a production order for 268 examples was awarded to SPAD on May 10, 1916. For some unknown reason, the production version was designated SPAD VII.C1, probably so that the original 'V' designation would not be confused with the company's own A5, a further refinement of the A4 powered by a Renault 8 Fg engine.

The SPAD VII, powered by a 150hp V-8 engine, was armed with a forward-firing Vickers 0.303 (7.7in) machine gun, offset to starboard firing through the airscrew arc. 500 rounds of ammunition were carried in canvas belts, wound onto drums. Exhaust from the engine was ducted through long pipes on either side of the fuselage, the port side exhaust also doubling as a step to enable the pilot gain access to the cockpit. Fuel was stored in a tank located in the upper wing centre section, and a much larger one mounted under the cockpit floor. Of interest is the fact that this was probably the first fuel tank with an emergency jettison system to see operational use.

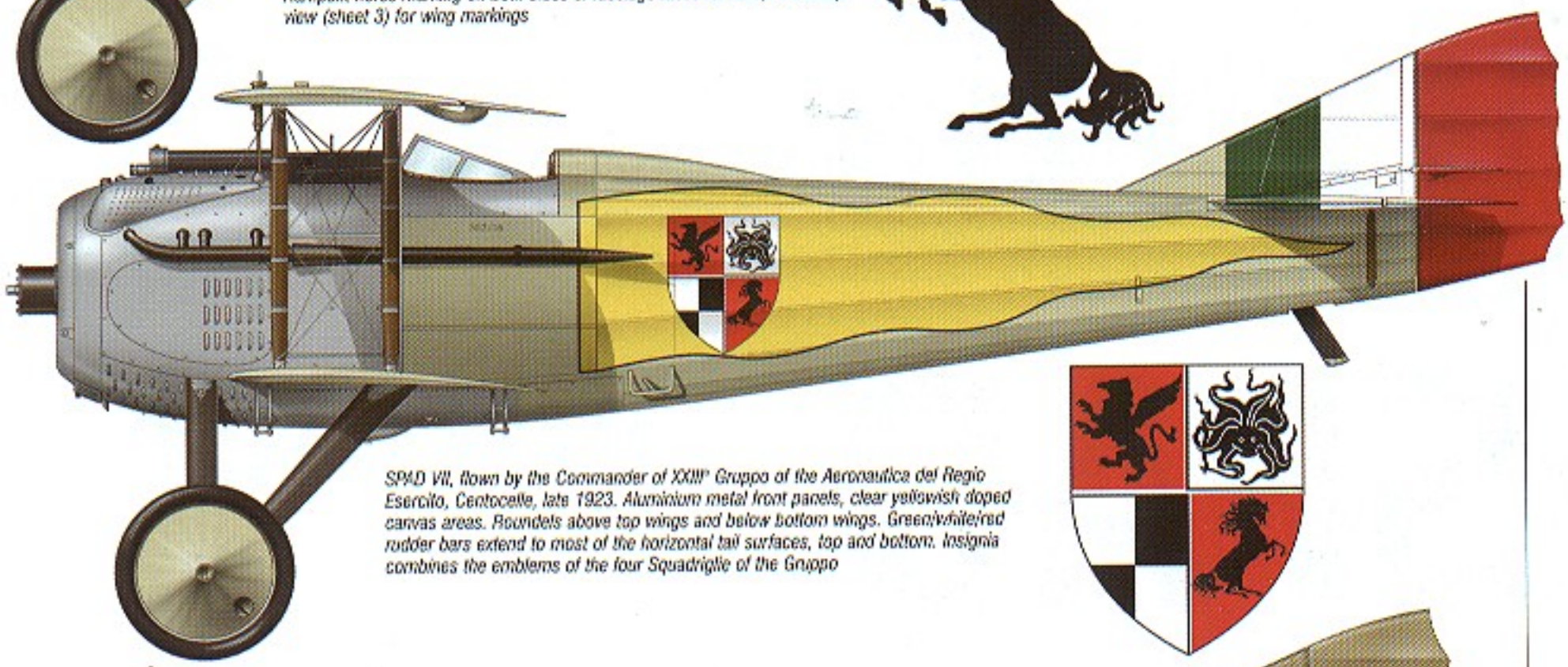
Mount of Aces

It would appear that SPAD, which immediately embarked on the production of its new fighter, met a number of supply problems, as by the end of September only half the estimated production rate had been met. First delivery dates are uncertain, although the first SPAD VII victory is recorded on August 23, 1916, by Lt Armand Pinsard of Escadrille N.26. By early the following month, well-known aces such as Sgt Paul Sauvage and Lt Georges Guynemer of Esc N.3 had started flying the SPAD, the latter gaining his first victory on the type on his second flight. Guynemer, who had started his SPAD career with a tally of 14 victories, raised his total to thirty by the end of January 1917, bestowing upon his aircraft the nickname of mitrailleuse volante (flying machine gun). His unit was the first to be completely equipped with the new SPAD scout, and later redesignated SPA.3.

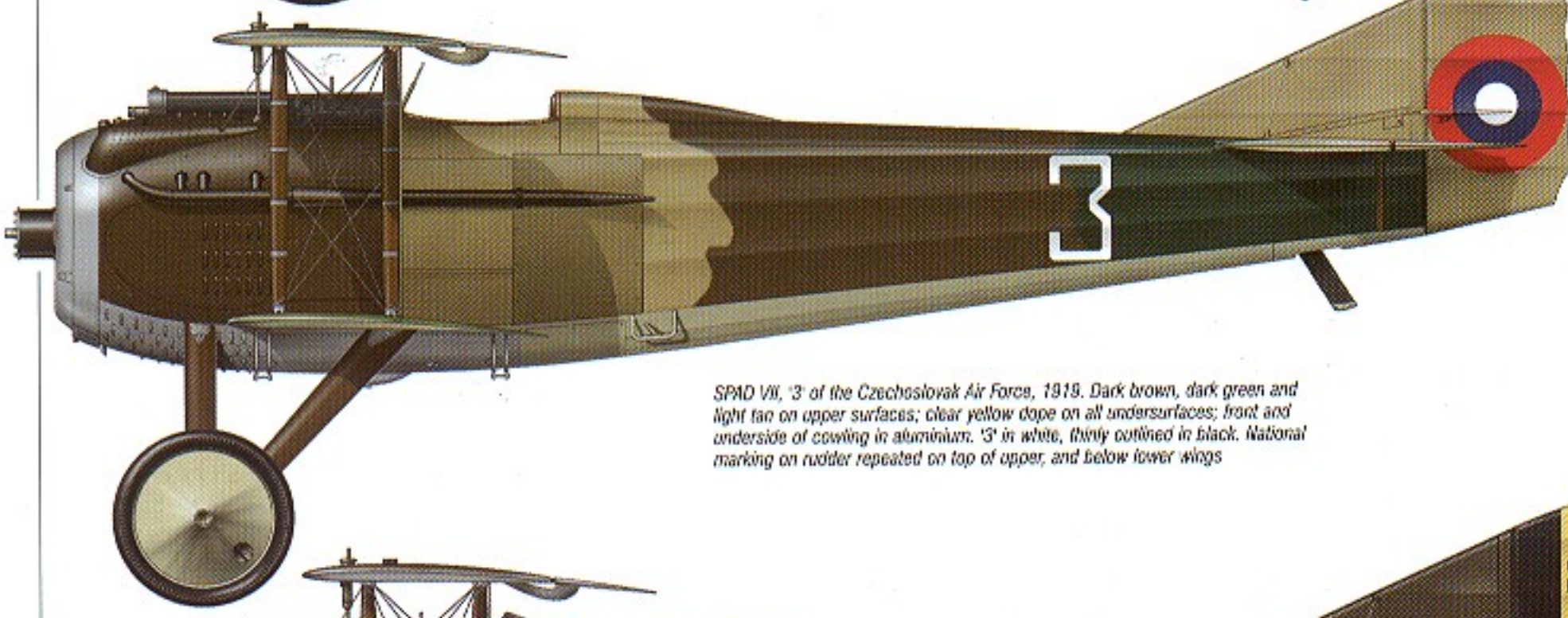
One major problem which continued to afflict the new scout was its cooling system, with SPAD undertaking a long period of experimentation in an effort to find a solution. As production gained momentum, various other small modifications to the airframe were introduced, including a simplified fuselage bracing system and reinforcement of the engine bearers, the latter in an effort to solve vibration



SPAD V.II 2489, flown by Italian fighter ace Francesco Baracca, 1918. Light yellowish dope overall with beige front fuselage section including u/c legs. Rampant horse marking on both sides of fuselage faces forward; see scrap view (sheet 3) for wing markings



SPAD VII, flown by the Commander of XXIII° Gruppo of the Aeronautica del Regio Esercito, Centocelle, late 1923. Aluminium metal front panels, clear yellowish doped canvas areas. Roundels above top wings and below bottom wings. Green/white/red rudder bars extend to most of the horizontal tail surfaces, top and bottom. Insignia combines the emblems of the four Squadriglie of the Gruppo



SPAD VII, '3' of the Czechoslovak Air Force, 1919. Dark brown, dark green and light tan on upper surfaces; clear yellow dope on all undersurfaces; front and underside of cowling in aluminium. '3' in white, thinly outlined in black. National marking on rudder repeated on top of upper, and below lower wings

SPAD VII, SP2 of the 10th Escadrille, Aviation Militaire Belge. Aluminium overall with Khaki top of fuselage and top surfaces of wings and tailplane. Red/yellow/red bands around fuselage, cockade of the same colours on wheel hub covers; unit 'comet' emblem in red outlined yellow. Standard Belgian roundels in four wing positions

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A beautifully preserved example of a SPAD VII, belonging to the Prague aviation museum
(R.J. Caruana Archives)

problems experienced with the Hispano-Suiza. SPAD seems to have born the brunt of the VII's production, together with Construction Aéronautique E. de Marçay where 1800 examples were built, while sub-contracted orders were passed onto Blériot Aéronautique, Les Ateliers d'Aviation L. Janoir, Kellner et ses Fils, L'Atelier de Construction d'Appareils d'Aviation R. Sommer, Les Ateliers de Construction Régy Frères, Grémont and Société d'Etudes Aéronautiques.

By the autumn of 1916, the 150hp SPAD began to find it difficult to match some of the opposition. Guynemer informed Béchereau in December 1916 that "the Halberstadt [while] not faster, climbs better, consequently it has the overall advantage". In the quest for more power, Marc Birkigt increased the compression ratio of the 8A engine from 4.7 to 5.3, which in turn raised its revolutions from 1500 to 1800 per minute. This resulted in a power output of 180hp, enabling a significant improvement in the SPAD VII's performance to be achieved. Apart from the extra power, the new Hispano-Suiza 8Ab proved extremely reliable: Guynemer obtained 19 victories during which time the engine on his aircraft was never changed. SPA.3 became the elite French fighter unit, with the SPAD becoming the favourite mount of such aces as Cpt Armand Pinsard (27 victories), S.Lt René Dorme (23), Cpt Alfred Hertaux (21) and Cpt Albert Deullin (20), among others.

In British Hands

Notwithstanding the delays experienced in deliveries to the French units, at least one example had been handed over to the RFC by early September 1916. Delivered as S.126, this example received the British serial A253 at N° 2 Aircraft Depot at Candas, and on September 20 was passed on to N° 60 Squadron for operational evaluation. Barely a week later, Cpt E.L. Foot shot down an enemy aircraft while flying the SPAD. Meanwhile two more examples had been delivered, these becoming A262 and A263.

There remained no doubt as to the superb qualities of this scout, for on September 20 Major General H.M. Trenchard, General Officer Commanding RFC, requested in writing 30 examples from Colonel Barés; with SPAD facing the difficulties already mentioned above, Barés suggested that a sub-contractor be engaged to supply the British machines. Originally Janoir had been mentioned as a possible source, but eventually these were built by Blériot, possibly on the suggestion of Captain Lord Innes-Ker of the British Aviation Commission. This deal had been approved by the French Ministry of War on October 5, 1916, on condition that the Hispano-Suiza engines were to be taken from stocks already allocated to the RFC.

Considering the supply situation, the French authorities responded most generously for continued supply of SPAD scouts. While the initial Blériot-built SPADs were being delivered early in 1917, Trenchard requested further supplies; he received 10 of the 12 he had asked for! Orders with Blériot were increased, while a major order for 120 examples was placed with Kellner, the first of which did not materialise before May 21. The first British unit to receive the SPAD was N° 19 Squadron RFC in October 1916, but so slow was the delivery of these aircraft that full complement was only reached in February 1917. This was followed by N° 23 Squadron, which re-equipped between February and April. The installation of an additional Lewis gun on the upper wing was tested by this squadron, but was abandoned as performance apparently suffered badly.

By early June 1917, the RFC was receiving French-built SPADs fitted with the 8Ab 180hp engine; apparently these were labelled 'SPAD II' to distinguish them from the earlier version in British service. However, this seems to have remained an unofficial designation. Such distinction would have been impossible, anyway, as both 150 and 180hp engines were interchangeable, and maintenance units fitted whichever was available. Some other refinements had appeared on machines used by the RFC, such as the use of Prideaux disintegrating-link ammunition belts housed in special boxes, instead of the clumsy drum-wound French versions. The British Aldis optical gunsight was specified in place of the Le Chrétien sights; however a number of French-built examples in British service could be seen still fitted with the original French sight.

The Admiralty, too, showed early interest in the SPAD for the Royal Naval Air Service (RNAS), providing for their manufacture in England. By mid-December 1916, 100 examples had been ordered, equally divided between Mann, Egerton & Co Ltd of Norwich and the British Nieuport Co of Cricklewood. While the Nieuport order was changed in favour of S.E.5s, Mann's order was first raised to 75, and then to 95, the first of which was delivered to Martlesham Heath in April 1917. However, it had been decided in February that all RNAS SPADs were to be transferred to the Army, while the latter would surrender all its Sopwith Triplanes to the Navy. During this period serial batch allocations and numbers ordered were continuously changed, until they were settled to read as follows: N6210-6284 (75), B1364-1388 (25), B9911-9930 (20), totalling 120 examples. Aircraft from these batches proved to be structurally defective and it would appear that none were ever dispatched to France. After a series of fatal accidents, the Technical Department embarked on an investigation in April 1917, and it wasn't until August that Mann Egerton's SPAD were cleared as operationally acceptable.

Another batch of 100 SPAD VIIs to be built in England were ordered from Blériot (Aeronautics) Ltd of Brooklands, allocated serial numbers A8794-8893 in December 1916. In February of the following year, the company changed its name to Blériot & Spad on its move to Addlestone. Notwithstanding the considerable amount of SPADs available, the RFC limited its use in France to N° 19 and 23 Squadrons, while others were shipped for service in Mesopotamia (N° 30, 63 Sqn) and Palestine (N° 72 Sqn).

Spad VII

DRAWINGS BY
RICHARD J. CARUANA
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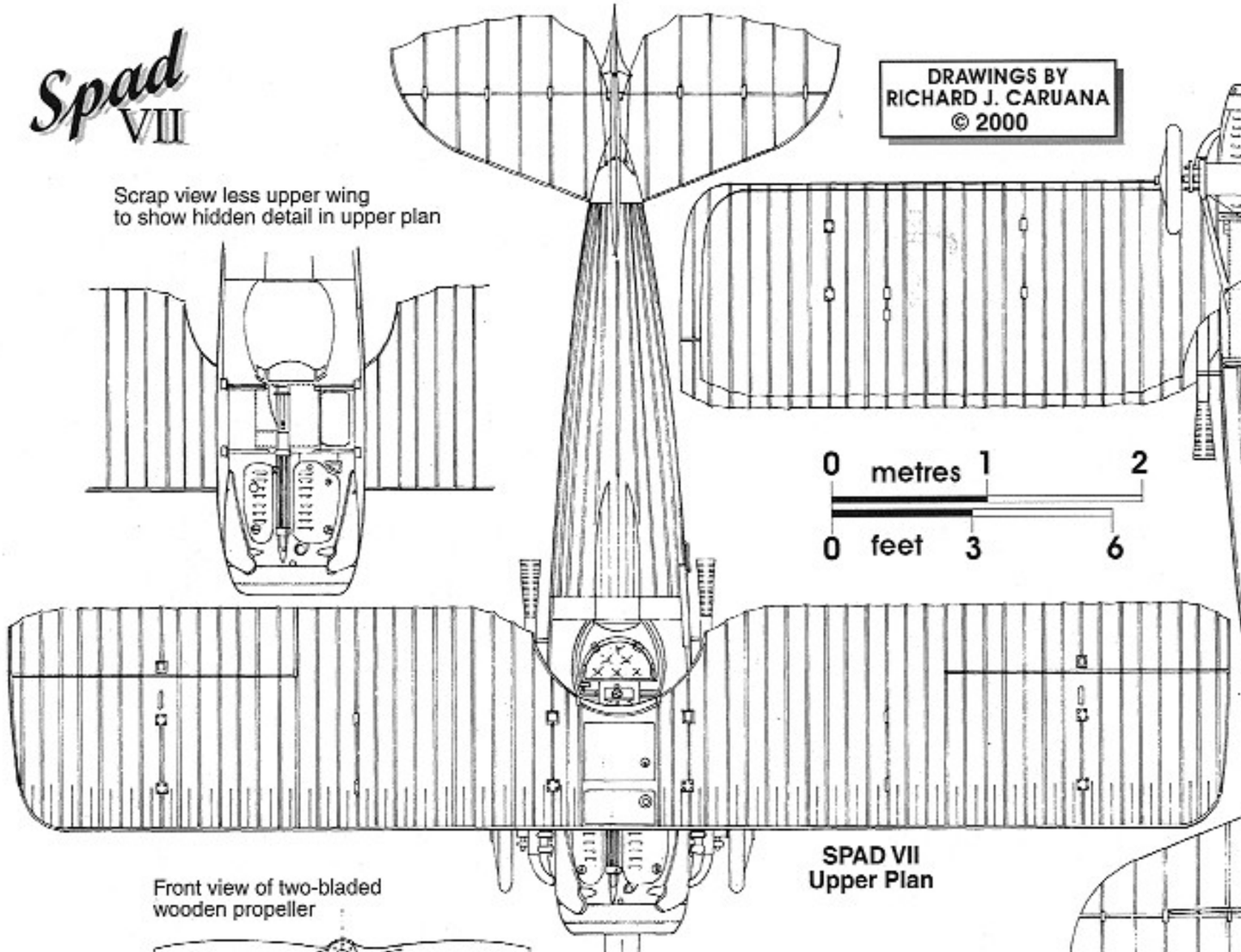
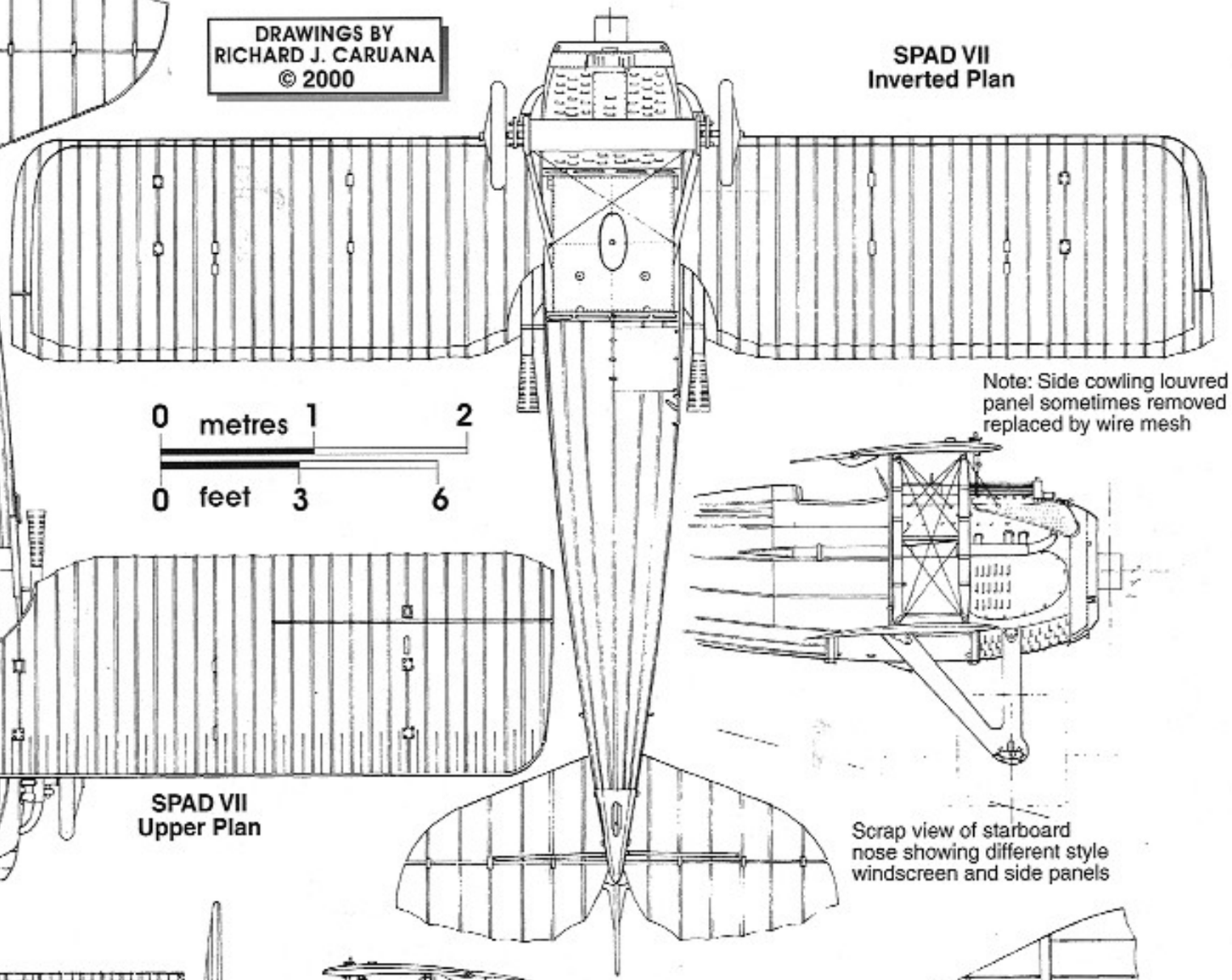
Scrap view less upper wing
to show hidden detail in upper plan



SPAD VII
Upper Plan

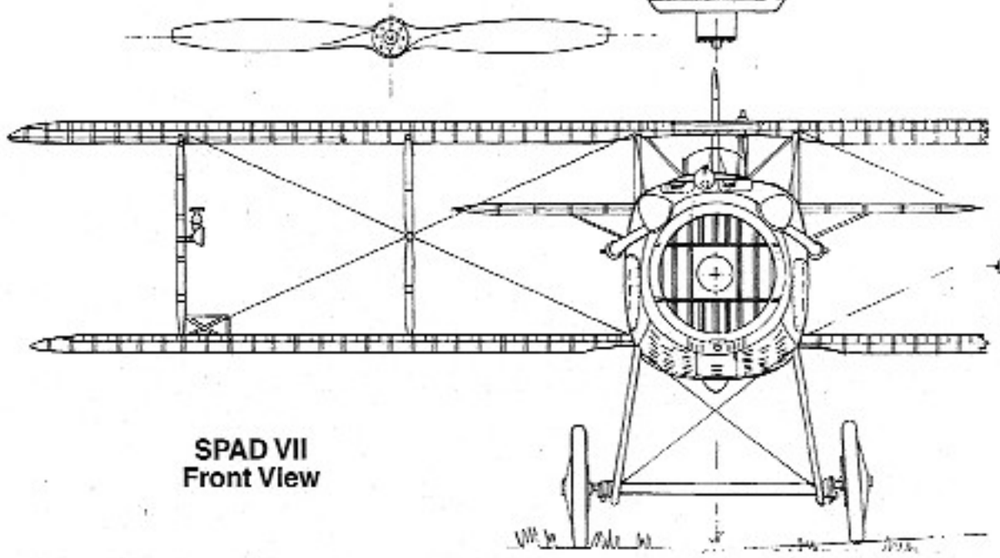


SPAD VII
Inverted Plan

0 metres 1 2
0 feet 3 6

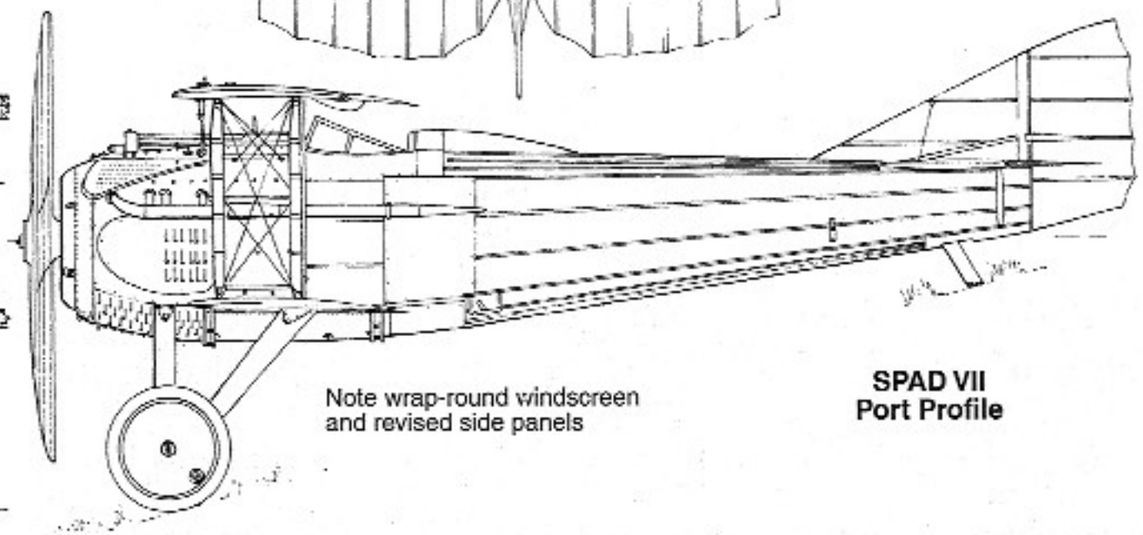
Note: Side cowling louvred
panel sometimes removed and
replaced by wire mesh

Front view of two-bladed
wooden propeller



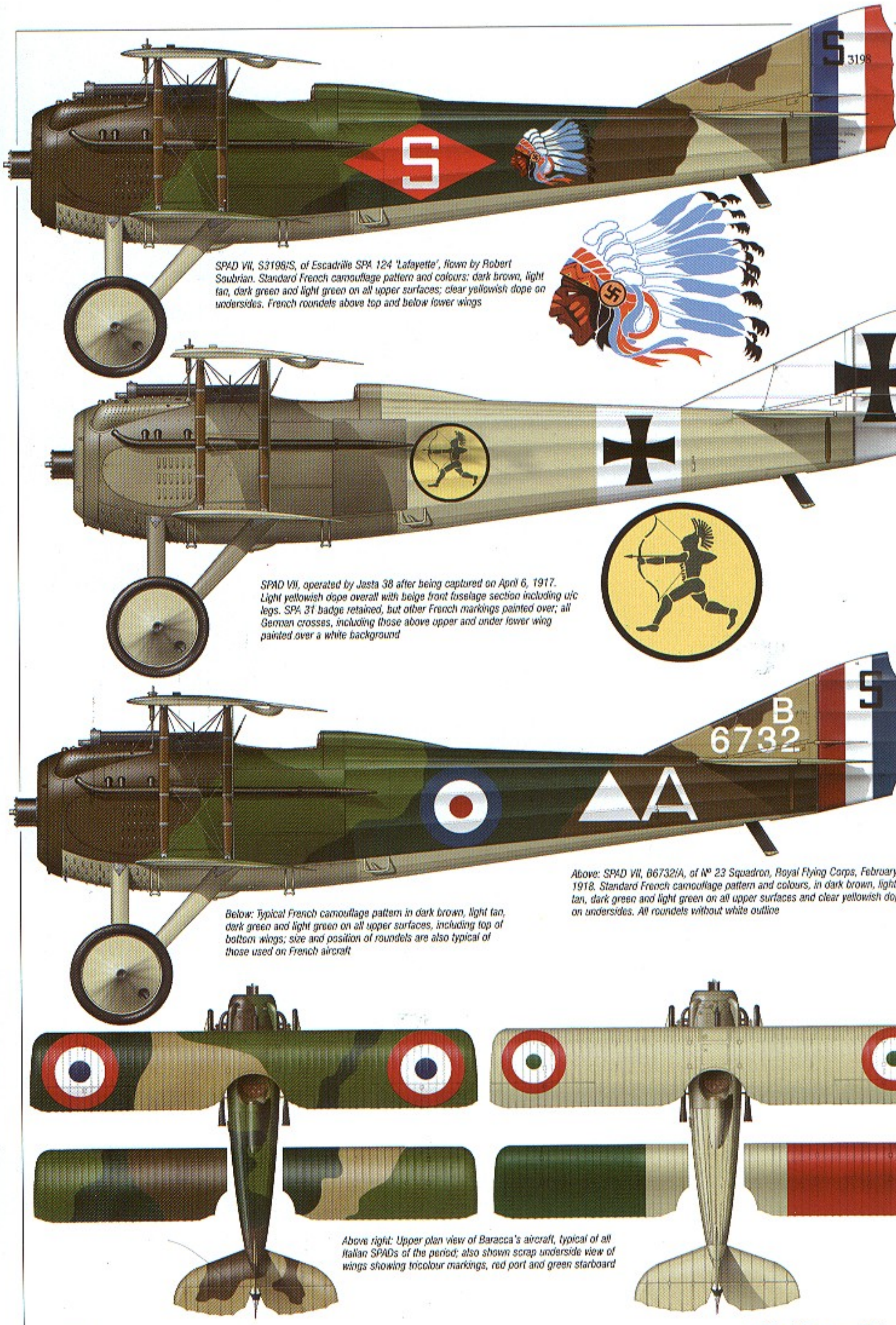
SPAD VII
Front View

Scrap view of starboard
nose showing different style
windscreen and side panels



Note wrap-round windscreen
and revised side panels

SPAD VII
Port Profile



SPAD VII, S3196/S, of Escadrille SPA 124 'Lafayette', flown by Robert Soubrian. Standard French camouflage pattern and colours: dark brown, light tan, dark green and light green on all upper surfaces; clear yellowish dope on undersides. French roundels above top and below lower wings

SPAD VII, operated by Jasta 38 after being captured on April 6, 1917. Light yellowish dope overall with beige front fuselage section including u/c legs. SPA 31 badge retained, but other French markings painted over; all German crosses, including those above upper and under lower wing painted over a white background

Above: SPAD VII, B6732/A, of № 23 Squadron, Royal Flying Corps, February 1918. Standard French camouflage pattern and colours, in dark brown, light tan, dark green and light green on all upper surfaces and clear yellowish dope on undersides. All roundels without white outline

Below: Typical French camouflage pattern in dark brown, light tan, dark green and light green on all upper surfaces, including top of bottom wings; size and position of roundels are also typical of those used on French aircraft

Above right: Upper plan view of Baracca's aircraft, typical of all Italian SPADs of the period; also shown scrap underside view of wings showing tricolour markings, red port and green starboard

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SPAD VII Specification

Power Plant
One Hispano-Suiza 8A/8Ab, producing 150hp/180hp, driving an Ebora, Integrale or AB.723 (2 450mm diameter) propeller or Mann, Egerton P.211 (2 464mm diameter) propeller

Performance
Maximum speed – 179km/h at 3 000m,
climb to 3 000m – 11' 50",
cieling – 5 500m,
endurance – 2 hours (150hp);
maximum speed – 204km/h at 3 000m,
climb to 3 000m – 8' 10",
cieling – 6 550m,
endurance – 1.5 hours (180hp)

Weights
Empty – 499kg; loaded – 705kg

Dimensions
Span (upper) – 7.822m, (lower) – 7.573m;
length – 6.080m;
height – 2.200m;
wing area – 17.85m2

Armament
One 7.7mm (0.303in) Vickers machine gun with 500 rounds; some carried two 10kg Anilitie bombs on racks attached to the rear undercarriage legs; Le Prieur rockets could be carried on launchers mounted to the intermediary interplane struts

Georges Guynemer, one of France's top-scoring fighter aces, in front of his SPAD VII carrying the stork emblem of his unit, the Cigognes Escadrille (R.J. Caruana Archives)

SPAD Exports

Among the first SPADs to be exported were 15 examples (Sp.1-Sp.15) for the Aviation Militaire Belge in spring 1917. These went to the 5e Escadrille (later renumbered 10e Esc), with the first being allocated to Edmond Thieffry, who shot down the first Belgian SPAD victory three days later, on May 12, 1917; it was his third kill.

Italy began to receive SPAD VIIs for its Aeronautica del Regio Esercito at about the same time, with the 91a Squadriglia acquiring a pair of examples on March 15, 1917. Delivery of these aircraft was rather slow, for a second batch of three only reached the same unit on May 1, at the time when Maggiore Francesco Baracca took over command. Most Italian fighter units to receive this type, which also included the 71a, 72a, 75a, 76a, 77a, 78a Squadriglie, were never fully equipped, thus retaining a mixed complement of SPADs and Nieuport scouts. Baracca was certainly the most brilliant Italian exponent of the SPAD VII, shooting down his first victim (an Austrian Albatros D.III) whilst flying the type on May 13, 1917. His tally stood at 34 when he was shot down and killed in action on June 19, 1918, of which 23 had been achieved on SPAD fighters (VII and the later XIII).

Another country to produce the SPAD VII was Russia, where 100 examples were on the production line at Aktsionyernoye Obshchestovo Duks, in Moscow, before the October Revolution of 1917. Russia had already received 43 SPADs from France in spring of 1917, which saw action within the N° 1 Fighter Group.

Although the first official purchase of 189 SPAD VIIs by the United States Expeditionary Force materialised in December 1917, American pilots had flown operationally over the Western Front within SPA.124 Escadrille Lafayette some nine months earlier. This unit was transferred to the United States Air Service (USAS) in February 1918 becoming the 103rd Aero Squadron. Although it had been earmarked for re-equipment with the later SPAD XIII, teething troubles with the new fighter meant that the older VIIs soldiered on for quite some time. Apart from acquisition from French sources, the USAS also saw the delivery of a number of British-built SPAD VIIs, 19 of which survived the war and were transferred to the States.

After the Armistice, which brought the First World War to an end, the type remained on strength with the French air force for over a decade. SPAD VIIs considered surplus at the end of hostilities, were passed on to a number of foreign air forces, including Brazil, Czechoslovakia, Greece, Peru, Poland, Portugal, Rumania, Siam and Yugoslavia; a sole Russian-built example was also used by the Finnish air force.

Without doubt, the SPAD VII was an excellent fighting machine for its time, limited only by its single machine gun. A fixed twin-gun version (apart from the experimental installations on the upper wing) was not only desirable, but became a reality in the SPAD XIII, which deserves to be carefully studied as a separate subject in a future article.

Richard J. Caruana

Modelling the...
Spad VII

Kits

1/72nd Scale

Manufacturer	Type	Kit No.	Subject	Availability	Remarks
Airfix	IM	1081	Squac S. VII	OP	
1/48th Scale					
SMER	IM	0123	Squad VII	OP	
Blue Max	IM/WM	0104	Squad VII C.1	-	Limited Production
JMGT	R/WM	1003	Squad VII	OP	

Decals

1/72nd Scale

Manufacturer	Prod No.	Subject	Availability	Remarks
Blue Rider	BR213	Russian Air Service	CA	Inc VII
Blue Rider	BR217	Captured Allied Fighters	CA	Inc VII C.1
Blue Rider	BR406	Czech Air Corps	CA	Inc S. VII C.1 (x2)
1/48th Scale				
AeroMaster	48-075	Spad Collection	CA	Inc Spas VII
Blue Rider	BR504	Italian Sqn Markings	CA	Inc VII (x2)
Blue Rider	BR507	Imperial Russian Air Service	CA	Inc VII (x2

Key			
CA	Currently Available	OP	Out of Production
EB	Etched Brass	R	Resin
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		WM	White Metal (inc Pewter)

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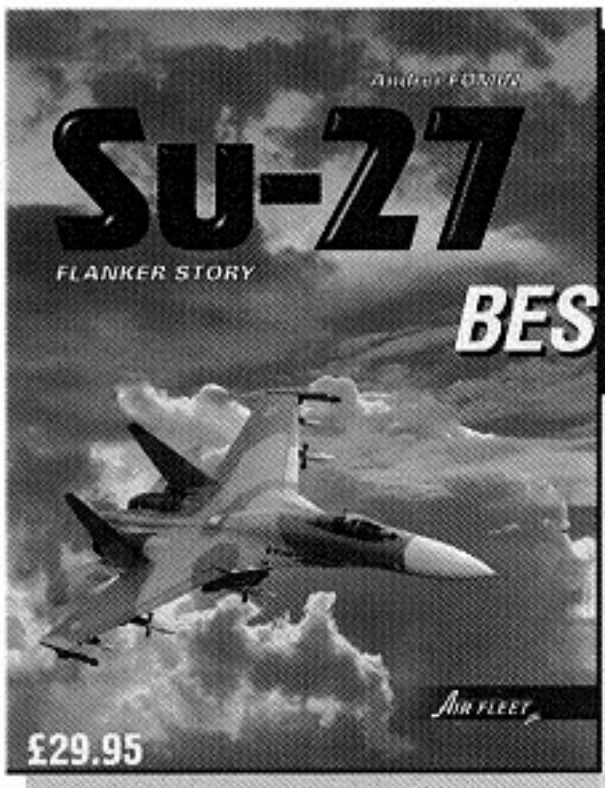

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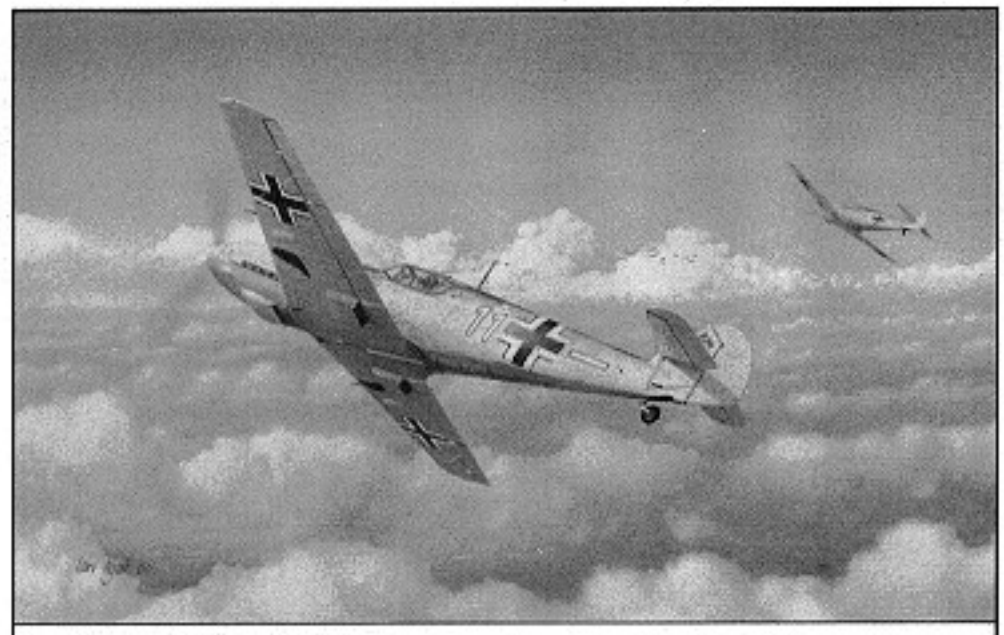

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Detailing Dragon's Ju 188A-1 with Eduard etched-brass

Introduction

The Ju 88 proved to be an outstanding aircraft both in terms of performance and versatility and a development of this was a logical step. The result of this development was the Ju 188 and was to prove itself as an excellent bomber, coastal defence and reconnaissance aircraft.

By the start of WWII, it was clear to the German Air Ministry (RLM) that the Ju 88 was an excellent aircraft, so much so that any developments were considered unnecessary. In January 1936, Junkers had designs for two aircraft, the Ju 88B and an 88B with a revised crew compartment which was aerodynamically cleaner and had accommodations for the BMW 139 and Jumo 213 powerplants. Early in 1940, Junkers began the flight-testing programme of a single Ju 88B which was essentially the same as a Ju 88A but had BMW 801 engines, bomb racks added and dive brakes omitted. In 1940, ten pre-production Ju 88B-0 aircraft were made and although they were efficient and popular, it was deemed that there was no point in disrupting the production of Ju 88As. These B-0s were adapted for the reconnaissance role with extra fuel in the bomb bay and the bomb racks omitted.

The German Air Ministry chose three contenders for the next generation called the Bomber B. These were the Do 317, Fw 191, and Ju 288. However by the autumn of 1942, it became apparent that none of these would produce an aircraft that the Luftwaffe could use in the near future. This meant that pressures arose to modify an existing aircraft, and the Ju 88 was chosen due to its excellent service record. Hence, the Ju 88 V27 flew in September 1941, and had extended outer wing sections. The Ju 88 V44 flew in the spring of 1942, and continued these developments with an enlarged vertical tail which was fairly rectangular in shape, and the span of the horizontal tail surfaces was increased. In October 1942, the decision was made to put full resources into the development of the Ju 88 designated the Ju 188. Consequently, by January 1943, a second prototype was flown at the Bernberg plant, which had been chosen as the Ju 188 assembly centre. The German Air Ministry (RLM) stated that the initial Ju 188A-0 should be a bomber able to do both level and dive bombing, and hence fitted with the same dive brakes and pull-out equipment as the Ju 88A. In reality, the first production aircraft were Ju 188E-0s as they had the BMW engines (whereas the A versions were powered by the Jumo engines). In May 1943, the E-0 and E-1

Versions entered Luftwaffe service with Ekdo d.Lw 188 and KG6, the first operational group being I/KG6 carrying out pathfinder missions on 20th October 1943. By the end of the year Ju 188 production was in full swing with the Bernberg plant delivering 283 aircraft.

Besides the differences in powerplants between the two initial versions, there were other differences too. The Ju 188A-1 and E-1 were four-seat medium bombers, both sharing the same airframe but with dive bombing equipment removed. The main difference was the dorsal turrets: the A-series having the EDL 151 with a 20mm MG 151 cannon, and the E-series having the turret equipped with the MG 131 13mm machine gun.

The A-3 version was a torpedo bomber and was fitted with two LT1B or F5b torpedoes between the nacelles and fuselage. This version also had a long bulge on the starboard side of the nose to accommodate the aiming and steering gear for the torpedoes. The equivalent BMW variant was the E-2 which often had the dorsal turret deleted. Both these versions were frequently fitted with the FuG 200 Hohentwiel anti-shiping radar.

A stage came when it was realised that the Luftwaffe needed a high performance reconnaissance aircraft and this led to many Ju 188As being completed as Ju 188D-1 or D-2s. These differed in that the forward-firing MG151 cannon were omitted, they had only three crew, and increased fuel capacity resulting in a higher gross weight of 15200kg (33,150 lb), and could be fitted with an array of cameras. The equivalent BMW engined variants were the F-1 and F-2, the latter being a radar-equipped maritime aircraft. These aircraft were fitted with the BMW 801D-2 or G-2 powerplants rated at 1268 kW (1700 hp). Investigations were made into overcoming the vulnerability in the blind spot to the rear of the aircraft. At the start of the project, Junkers proposed fitting a (FA15) remotely-sighted powered tail barbette, but it was deemed to be too complex, weighty and unreliable. A manned tail gun was proposed where the gunner was lying prone and aimed a single MG151, but this was rejected in favour of a manned FA15 with MG 131 machine guns. The resulting aircraft, the Ju 188G-0, looked similar to the Ju 188C-0 but the arc of defensive fire was quite poor and eventually this idea was rejected by the Luftwaffe. Junkers never succeeded in providing the Ju 188 with an all round defence system, and this remained a problem for the duration of the war with almost all German aircraft of this class.

In August 1943, the project staff at Dessau had placed great importance on high altitude Ju 188s fitted with pressurised crew compartments. Proposals were made for the Ju 188J Zerstorer, 188K bomber, and 188L reconnaissance. These ideas were approved and eventually became the Ju 388J, K and L. At the same time, Junkers was asked to use the same crew compartment in the Ju 188S high altitude intruder, and Ju 188T reconnaissance aircraft.

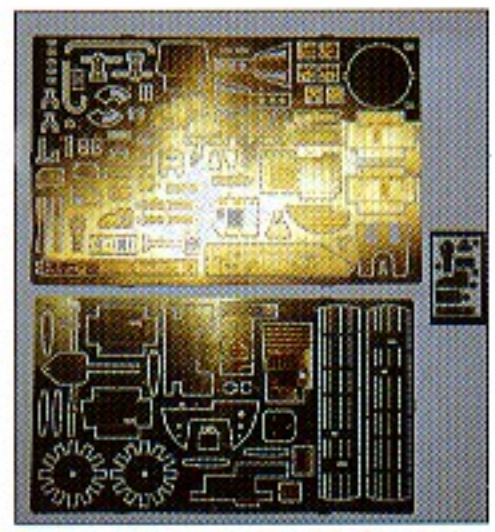
From its very beginning, the Ju 188 had a reputation that surpassed the already excellent Ju 88. It handled better, particularly at high weights, and greatly benefited from the power of the BMW 801 and Jumo 213 engines. However the Ju 188 was unable to be produced in anything even approaching adequate numbers, primarily due to the Bomber B project which took precedence for two years. Despite the production of the Ju 188 exceeding 1,500, total Luftwaffe acceptance of all versions was only 1,076.

The reconnaissance versions achieved very little. No photographs were retrieved of the amassing Allied forces prior to D-Day or many other similar turning points throughout the latter stages of the war.

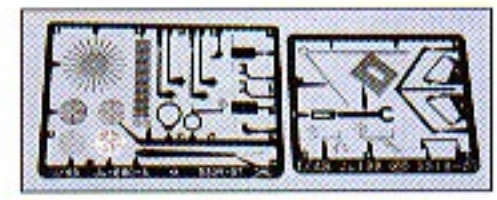
As for the bomber versions: most were

The excellent upper canopy....

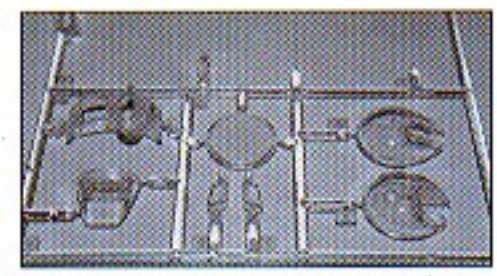
...and the nose transparency.



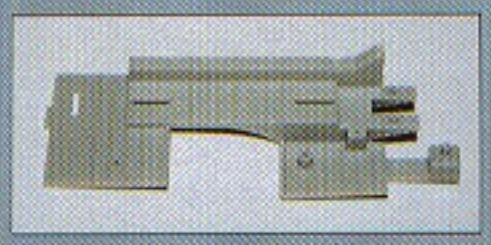
The frets and acetate backing of the Eduard set



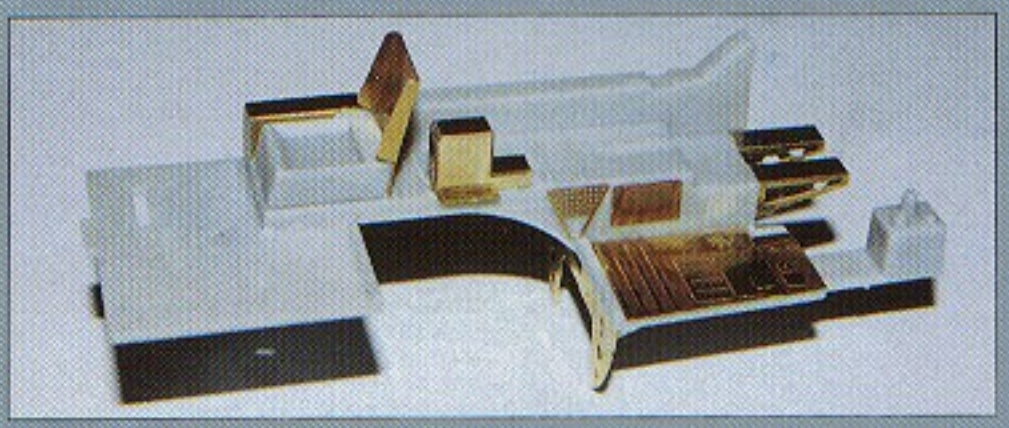
The stainless steel frets from the Dragon kit



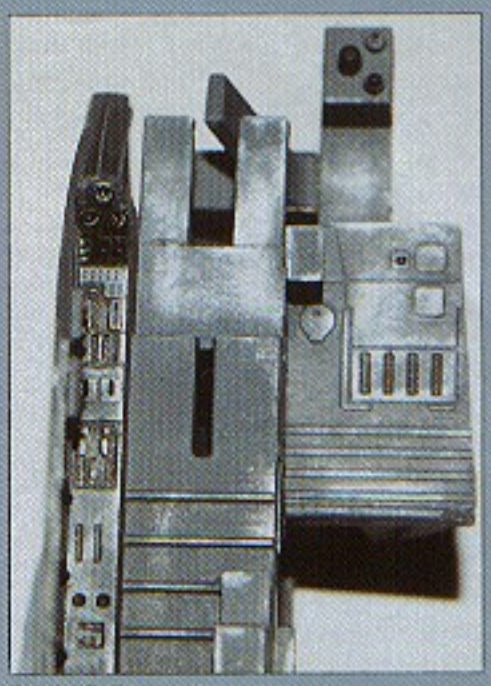
The other transparencies include two types of turret



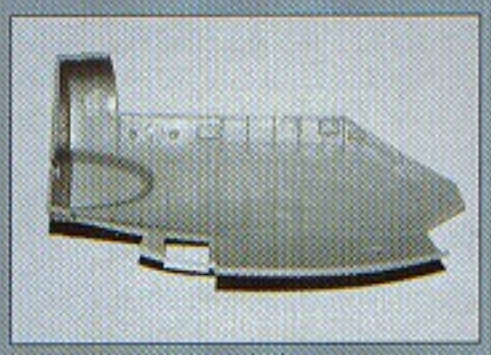
The cockpit floor looked basic straight from the box...



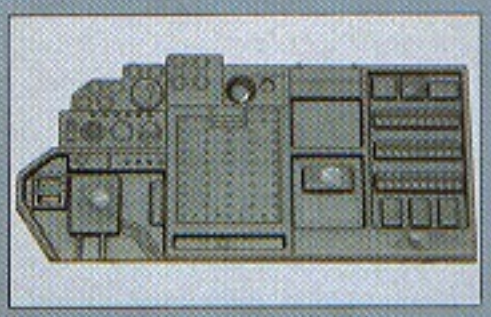
...but its appearance was enhanced with the Eduard etched components



Rub 'n' Buff gives a worn appearance.



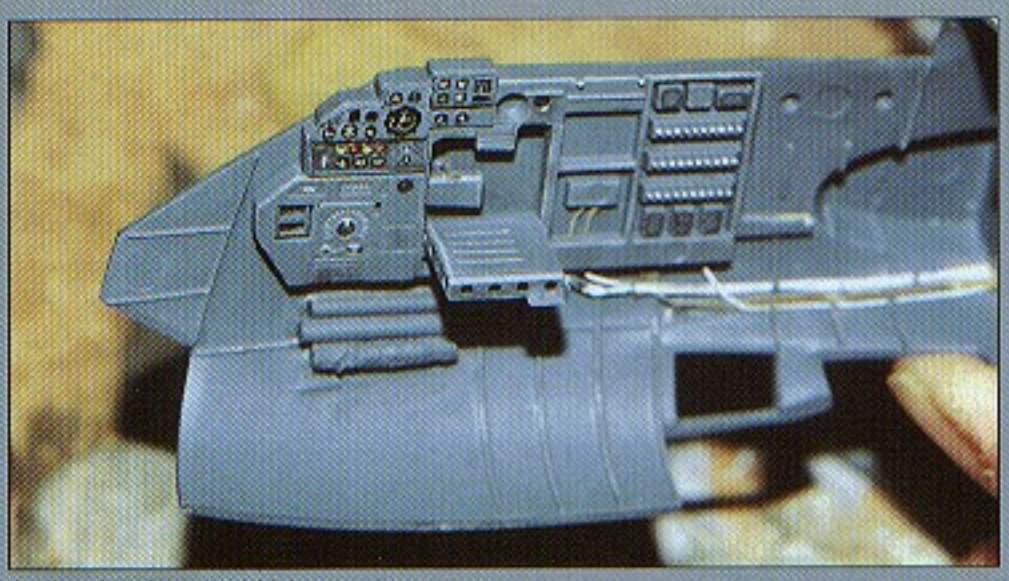
The basic left hand cockpit side



The right hand cockpit panel was nicely moulded...

...but looked better with the adation of etched components

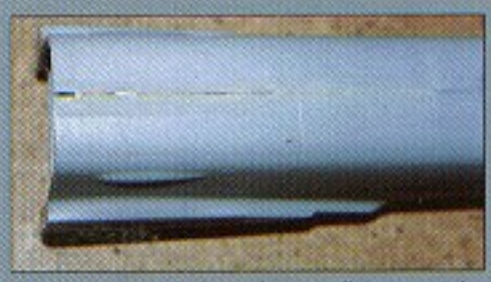
This photo shows the completed right side of the cockpit. Note the added wiring



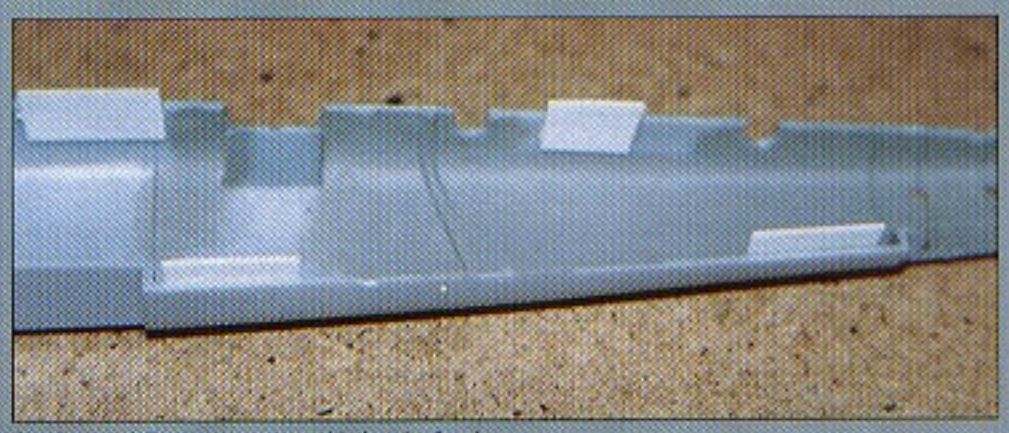
Another view shows the fold-down seat

The floor assembly and left side of the cockpit

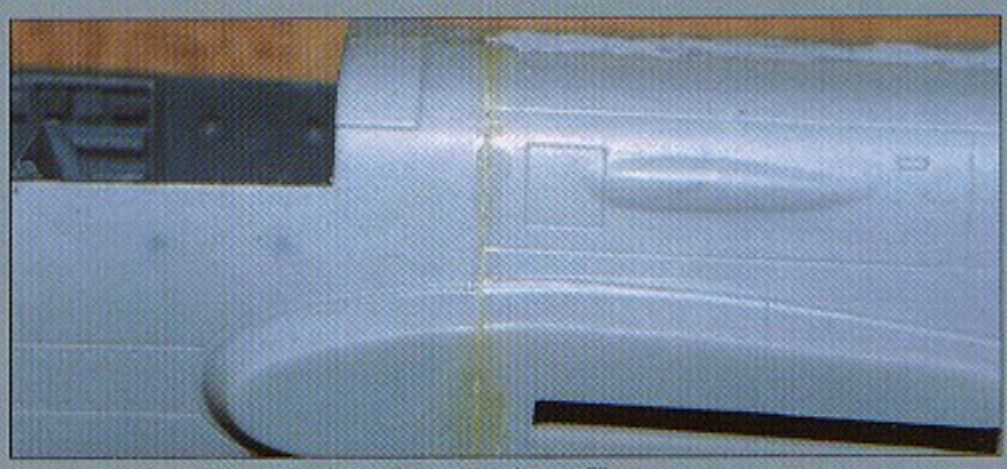
The cockpit halves went together pretty well



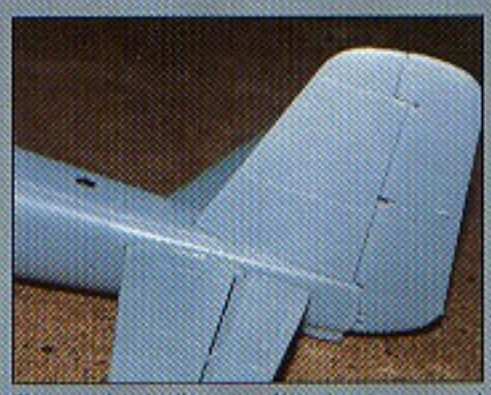
The fuselage needed opening up a little to match the width of the nose section



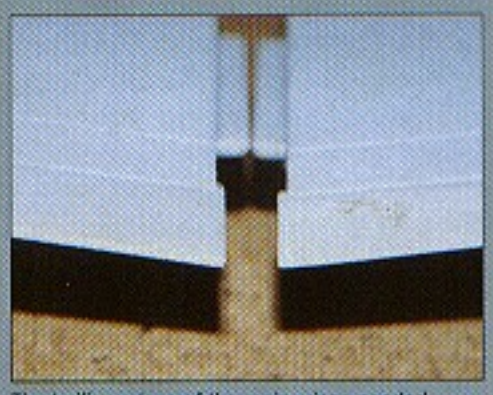
Plasticard reinforcements were added to the fuselage



The nose and fuselage went together well, but needed some filler

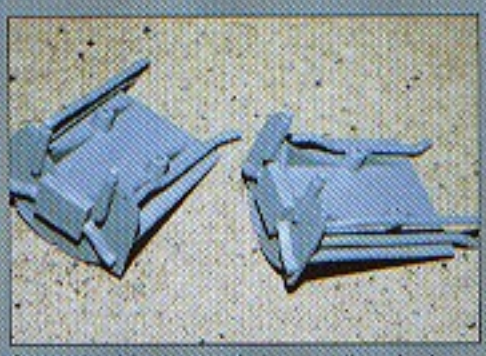


The completed tail section: Note the elevators and rudder are separate items in the kit

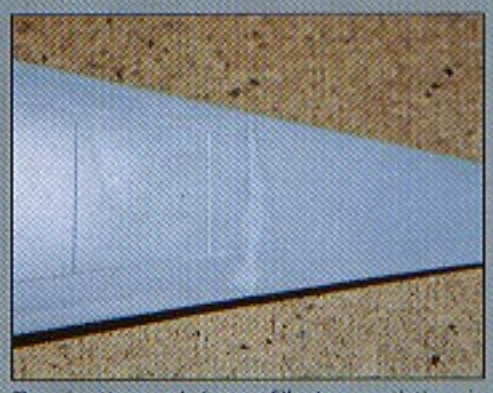


The trailing edges of the main wings needed thinning out, as they looked too thick

The same joins after sanding was done



Some plumbing was added to the otherwise bare wheel wells



The wing tips needed some filler to smooth them in

The belly section went on with little fuss

fitted with the FuG 200 and operated in the anti-shipping role from Scandinavia. These aircraft would have been of value in 1942 in countering the desperate convoy systems to the northern ports of the Soviet Union and North Atlantic generally. However, in 1944 there was little for them to do.

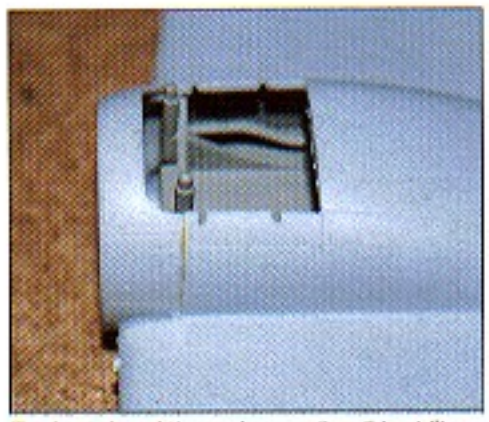
At the end of the war the excellent qualities of the Ju 188 were recognised by France, who adopted the aircraft for front line use as its primary bomber, and a number were used as test beds for development of piston engines, turbojets and guided missiles.

The Dragon kit

On opening the box, it is immediately clear that this is a lot of kit, with sprues filling the box. There are eight sprues in all with two additional ones for the transparencies, and two etched frets. The mouldings are nicely done with panel lines neatly scribed, and some nice rivet detail is sensibly limited. The nose, empennage flying surfaces, engine nacelles and wing tips are all separated as this is clearly an aircraft that had many variants, and so the kit was produced to cover some of these (such as the G-1, G-10, G-6). The flying surfaces have separate elevators, ailerons, and rudder, and the new wing tips are pointed thus matching the 188's angular appearance. The nacelles are those for the Jumo engines and have options for open or closed cowl flaps. I thought it was a shame that the BMW nacelles weren't included thus allowing the modeller to make an E- version (and I was tempted to cannibalise my Ju 88G-1/G-10 kit, but decided against it!). In the same vein, I thought it was also a shame that only two torpedo racks were included as opposed to four for bombs, and even possibly a different style of belly. (The belly is separate in the kit). Two types of exhausts are included, the 'usual' stub type and flame dampened ones for night use, and a variety of cannon and machine gun are covered and although good, I decided to replace the two MG151 cannon with resin ones from Aires, but more on that later. The two torpedoes look very well moulded and have limited but effective use of rivet detail. The transparencies are superbly moulded, being crystal clear with slightly raised and textured frames, and free from mould lines. Of these, two types of upper turret are covered, one for the MG151 and the other for the MG131, and there is even a clear disc which is to be fitted if the turret were absent (as in some Ju 188E versions). The etched frets were as per the usual Dragon style being stainless steel and nicely detailed. These frets contained such parts as wheel well cover linkages, exhaust grills, armour plates, cannon mounts and sights, and ammunition belts. I was surprised to see however that there were no seat belts and rudder pedals that would be clearly seen through the mass of transparency!

This looked an excellent kit with lots of enjoyable hours ahead, but primarily due to the lack of seat belts, I decided to go the whole hog and use Eduard's etched details (albeit for a Ju 188E!).

Two colour options are available in this kit, the first being RLM 70 Schwarzgrun and RLM71 Dunkelgrun over RLM 65 Hellblau. The second is overall RLM 71.



The front ring of the engine nacelles did not fit perfectly...

The Eduard Set

This etched set consists of two large frets containing many parts, most of which were applicable to both the A and E versions of this aircraft. The only parts dedicated to the E-series were dive brakes (Ju 88A style), cooling fans for the BMW engines, and a 'solid' disc fitted when the turrets were absent (as opposed to the aforementioned clear one!).

Some of the parts to be used in this kit were new cockpit floor and side panel detail, instrument panel, seat belts, rudder pedals, various levers, ammunition boxes and belts, and turret details.

Before Starting

Before starting this kit, I wanted to find some good references on this aircraft with regards to colour schemes and details. Apart from some wartime photographs, I discovered that there is relatively little around, as most references point to the Ju 88 series. However, from those references I did find, it became clear that there were a few discrepancies with some areas of the kit. The first one was that most of these references (mainly websites) stated the Ju 188A-1 was never produced, but this kit is listed as a Ju 188A-1. The majority of these sources stated that the torpedo bomber variant was the A-3. Being more or less committed to making a torpedo bomber (due to the lack of BMW engine nacelles, and underwing racks), I looked around for colour schemes and markings and found that there were none still in production. Had I had the nacelles and/or racks, I would have chosen to make a Ju 188D or E with a 'mirror-wave' colour scheme as it would have been quite striking, and possibly the FuG 200 Hohentweil radar array. As things were however, I was left no option but to use the RLM 65/70/71 scheme in which to finish this kit, and just do the best I could with the references at hand. I felt this was a shame as I'd liked to have 'gone to town' on this great-looking kit of a unique-looking aircraft. After washing all the plastic parts (except transparencies) in water with a little washing-up liquid and rinsing to remove any mould residue, I was ready to proceed.

Stage 1 - The Cockpit/Nose Assembly

Construction commenced with the cockpit floor assembly which although good needed some extra detail. A few areas of the floor detail were removed by using a scalpel and flat file to facilitate the fitting of the Eduard replacements. The two projections for the rudder pedals were also removed for the same purpose at this time and the frame detail under the floor was also attached and

.... as some filler was needed to smooth contours of the wings

reinforced with plasticard supports.

Attention now turned to the right hand cockpit panel; this was prepared as per the Eduard instructions by having some detail scraped away and a large portion was removed by carefully chain drilling and cleaning up with a file. I chose to cut the etched-brass for this area into sections before gluing, as some parts need a transparent backing. The parts not needing this were then glued on to the panel, and the folding seat was attached. This whole panel was then glued to the right hand cockpit side (I like to use Plastic Weld all the time). The correct colour for the interior of this aircraft was RLM 66 Schwarzgrau, but as I wanted this interior to be clearly visible from the outside I chose to use a lighter colour, Ocean Grey with a little black wash applied. I chose to omit the Eduard etched component for the left hand cockpit side as it looked too 'simple' so both cockpit sides as they currently stood and floor were then given the same painting treatment and left to dry. The brass etched components needing the backing were also given the same colouring with knobs and dials touched in black and instruments being given the RLM colour coding.

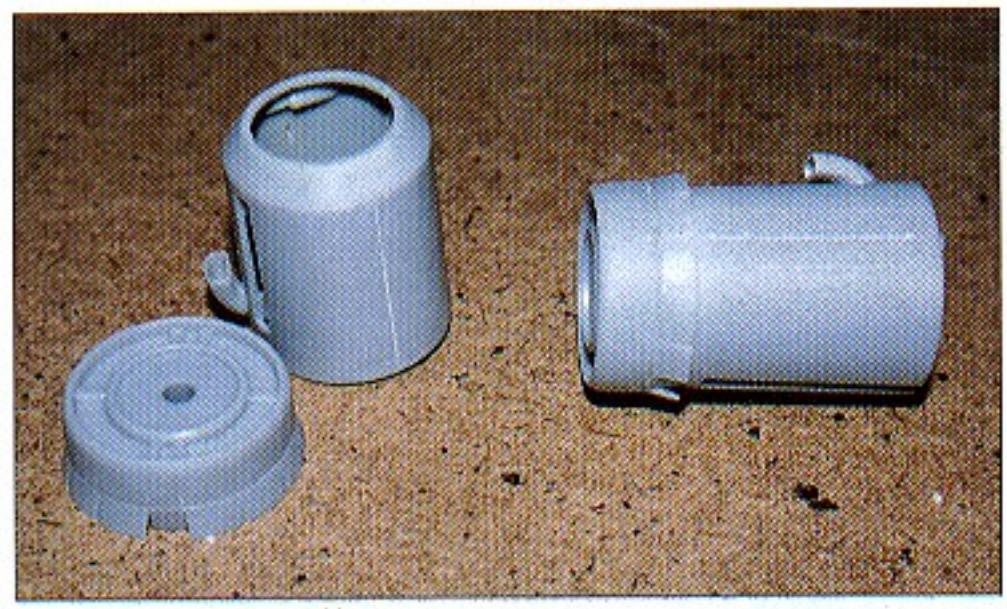
The transparent backing was painted white on the back and when all was dry, each section complete with backing was applied to the main panel. I decided to enhance the detail by adding some wiring made from stretched sprue and brass wire. I decided not to use the Eduard replacements for the radio faces as they seemed too one-dimensional, so I gave the nicely moulded radio panel the same Ocean Grey treatment. The two rearmost etched ammunition boxes were attached to the rear bulkhead using Superglue. At this point, I gave the whole area a worn appearance by touching here and there with Rub 'n' Buff. It was apparent on test fitting the assembly that the floor sloped down to one side, which was undesirable. This was easily cured by attaching pieces of sprue to the 'low' side. The floor, cockpit sides and radio panel were then glued together, taped, and left to dry. This needed some care as there were no locating points on either of the cockpit halves. Once dry, the joins needed only a little cleaning-up as they were extremely good. Finally, the long bulge on the right hand side of the nose (which housed the torpedo aiming equipment) was added.

Stage 2 - The Fuselage and Tail Assembly

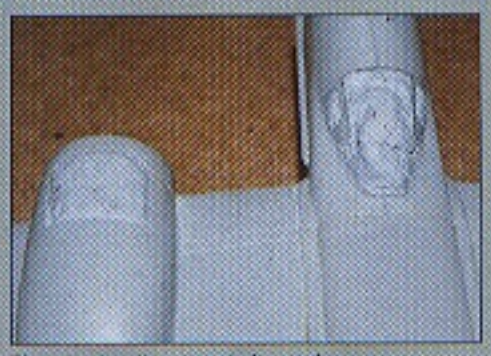
Both tailwheel wells of the fuselage halves were painted RLM 02 Grau and left to dry. As there were no locating points on the mating surfaces of either of the fuselage halves, I added some strips of plasticard to reinforce the join. It was interesting to note that the instructions state that a nine gram weight should be added to the tail area! Once the plasticard strips were dry, the fuselage halves were glued together with copious amounts of Plastic Weld and taped together to dry. At this point I became curious about the fit of fuselage to nose so tried a 'dry run' and saw that the nose section was a little wider than the fuselage. So off came the tape before the area had dried, and I inserted a spacer to spread the upper forward fuselage halves to the correct width. This area was then given another application of Plastic Weld and left to dry. 'Dry running' for fit again, it was fine and as soon as this was dry, the nose was glued to the fuselage (a simple butt joint) and checked for alignment. The belly was attached to the underside of the fuselage and left to dry. A little filler was needed in a few areas, especially on the top join of the fuselage. Once these joins had dried, they were sanded smooth and another brushing of Plastic Weld was done on all joins to seal them prior to a final fine sanding. Finally, a few panel lines needed to be re-scribed. Now on to the tail: the rudder and elevators were one-piece items while the tailplanes and vertical tail consisted of two sides. These all went together with ease and the joins were sanded before joining them to the fuselage. They were attached to the fuselage and checked for alignment not only with each other, but also to the wing roots. I gave the rudder a little offset (remembering to replicate this with the pedals later) and the elevators were given a slight droop (again remembering to replicate this with the control column). Once dry, a little sanding was required to ensure nice, sharp joins. Things so far were going well.

Stage 3 - The Wings

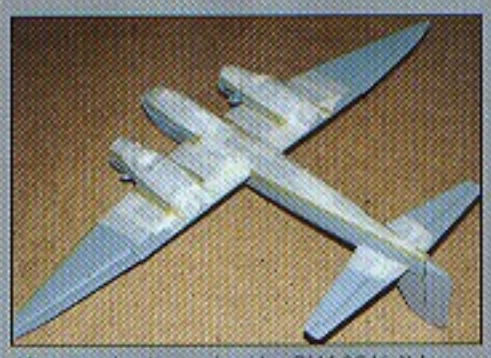
Construction of the wings started with test fitting the four panels of each wing together to see if any problems would arise. The first



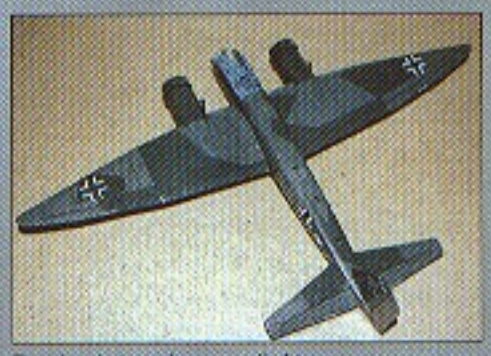
The engines were easy to assemble



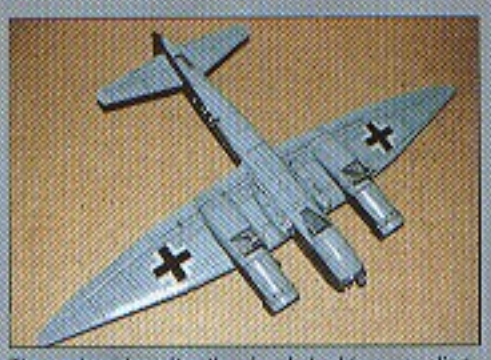
The wheel well and cockpit openings were masked off with Blu Tac prior to an undercoat



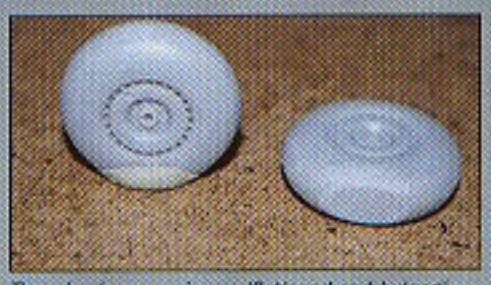
After spraying the undersides RLM 65 Hellblau, the demarcations between upper and lower camouflage were masked off



The decals have been applied here



The undersides after the decals had been applied (Most of the decals came from the spares box)



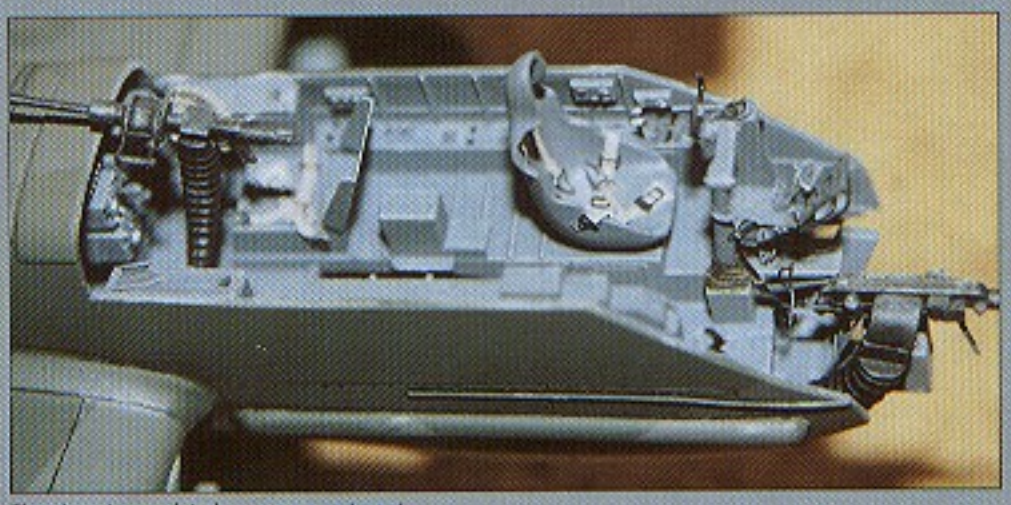
The wheels were given a 'flattened and bulged' appearance by simple modification

The finished flattened wheels (or rather tyres!) Note the added brake line

The completed propellers

The undersides of the model after the undercoat had been applied

RLM 71 was then sprayed on, and this photo shows the masking needed to reproduce the 'splinter' pattern of the camouflage

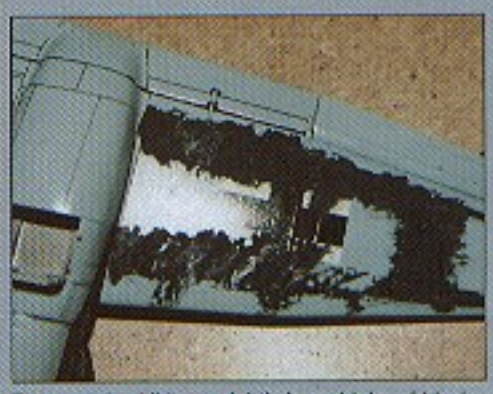


The almost completed crew compartment

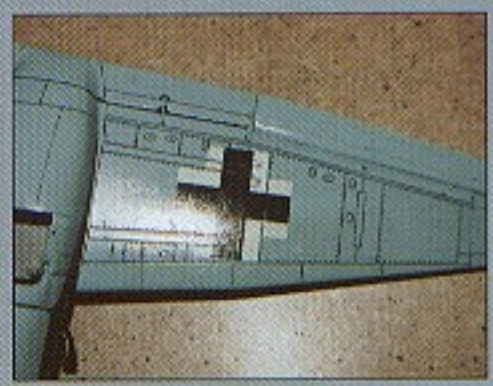
The nose MG151 cannon in position

The modified kit MG131 13mm machine gun complete with ammunition belt looked fine once in place

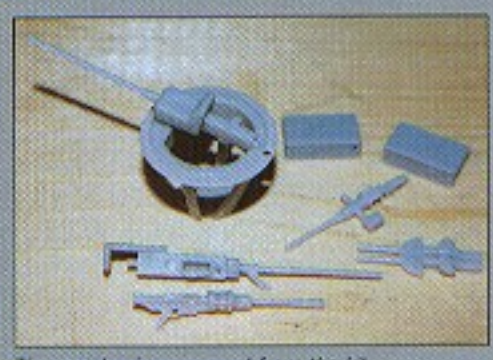
Masking and painting the canopy framing took quite a few hours!



The model exhibits unsightly large blobs of black as the watercolour is used...



...but it turns into nicely highlighted panel lines after carefully removing the excess



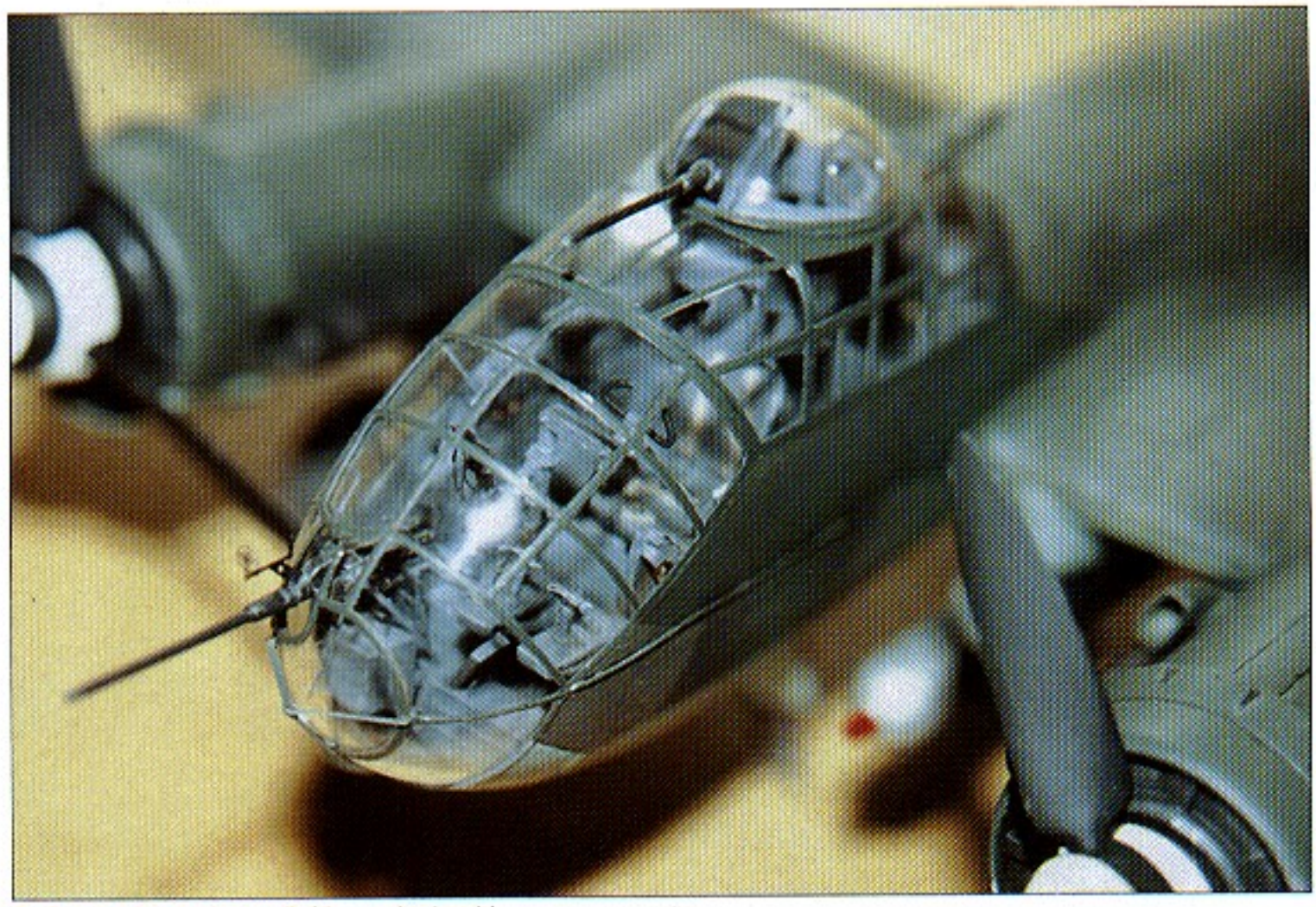
The very basic armament from the kit

The two MG151 cannon were replaced with resin ones from the Aires range

The kit exhausts looked good with their etched grills

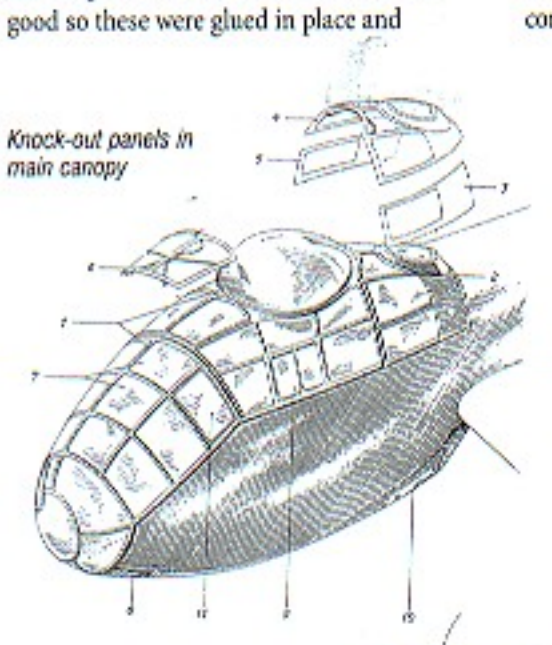
The completed nose of the Ju 188A. Note the neat tiny gunsights

thing I noticed was that the trailing edges were a little on the thick side, so these were thinned down on a flat sheet of sandpaper tacked down to a board. The wheel wells are made up of a forward bulkhead and floor, and the instructions state that the undercarriage legs be attached to the wells. I chose not to at this stage, as the legs would be fragile. Looking at the wheel wells, I felt that they were also a little devoid of any detail so I added some plumbing from plastic rods and some holes were drilled in the rear bulkhead area of each well to take away the blandness. Once dry both wells were painted RLM 02 Grau, as were the insides of the lower wing panels, and left aside to dry. Once these areas had dried, the wheel wells were attached to the lower wing sections first and the upper wing sections test fitted to see if they fitted well. They did, but the wells looked a little too fragile so some sprue was added (in a similar manner to the cockpit) to reinforce them. The locating holes for the torpedo racks were drilled out from the lower wing panels, which were then glued to their corresponding upper halves. The pointed wing tips went together well but on test fitting to the wings, I noticed that both tapered off too much toward the join resulting in a slight dip when viewed from the leading or trailing edges of the wings. The fit however was good so Plastic Weld was used to join them together. Once they had set and were aligned properly, some filler and sanding was necessary in order to rectify the dip. The large rings just forward of the wheel wells were test fitted and it was clear that the aerofoil sections were thinner than those of the wing. However, the fit was reasonably good so these were glued in place and sanded to the correct nacelle contours although some filler was needed at the leading edges. This, in turn was also sanded to meet the contours of the wing. The ailerons were then test fitted to the wings and as I wanted them to be slightly displaced, some scraping of the wings and leading edges of the ailerons was required. Once they fitted well (which was not easy due to the spanwise contours of the wings) they were attached.

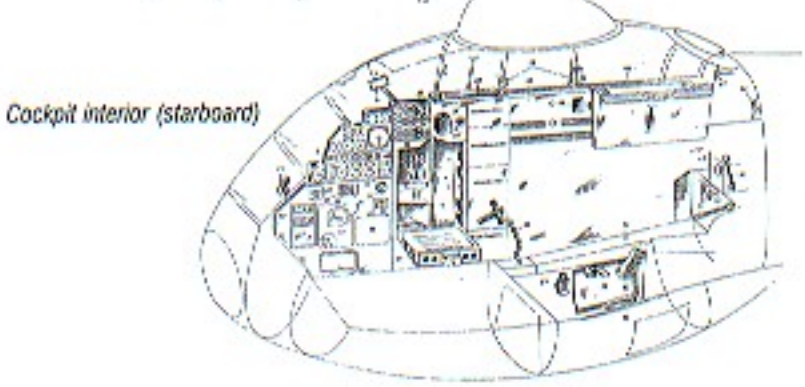


Another view of the 'business end' of the completed model

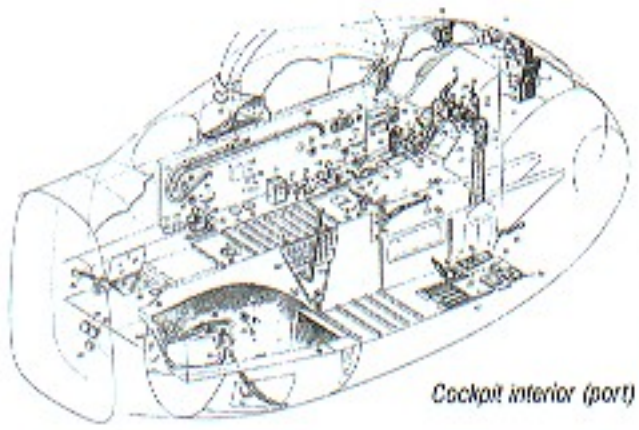
The engines were relatively simple, consisting of two sides, front and cowl ring containing the flaps. I opted for the open cowl flaps so glued each ring to its corresponding front. The two sides of the engine were removed from their sprues and the joining surfaces were given a light scraping with a scalpel at an angle to ensure a panel line once they were joined (as I don't like to scribe over joins as the plastic seems softer). The engine halves were joined with ease, as were the air intakes that were separate items with two halves. The intakes were glued to the engine sides but the cowl left off, as it would be necessary to paint the insides of the cowl ring after the camouflage had been applied. At this point, I also chose to make the flame dampened exhausts that consisted of two halves, a front ring and neat etched grills from the Dragon kit. All four



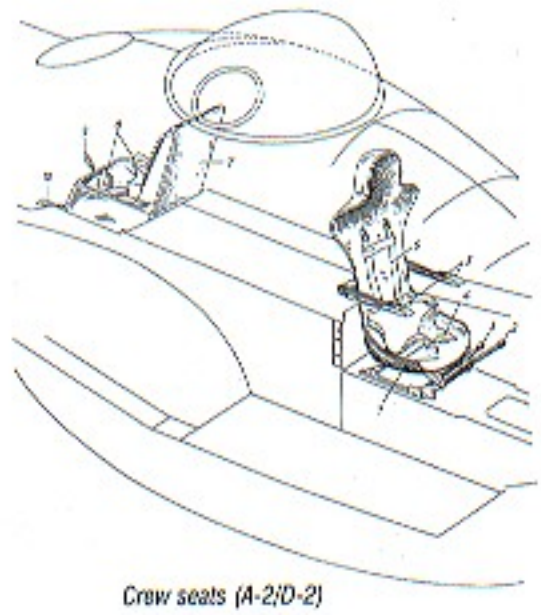
Knock-out panels in main canopy



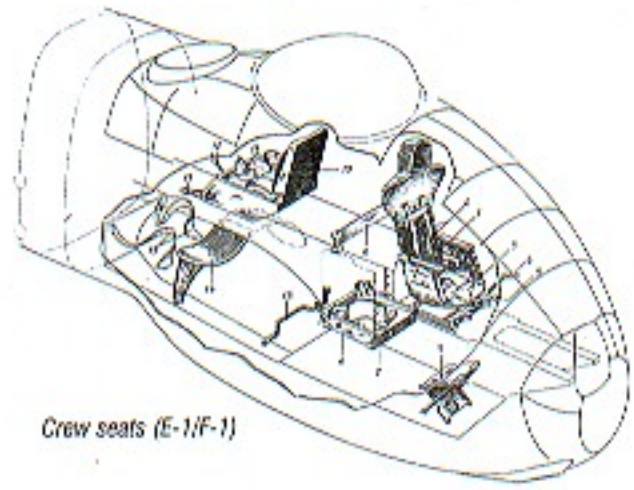
Cockpit interior (starboard)



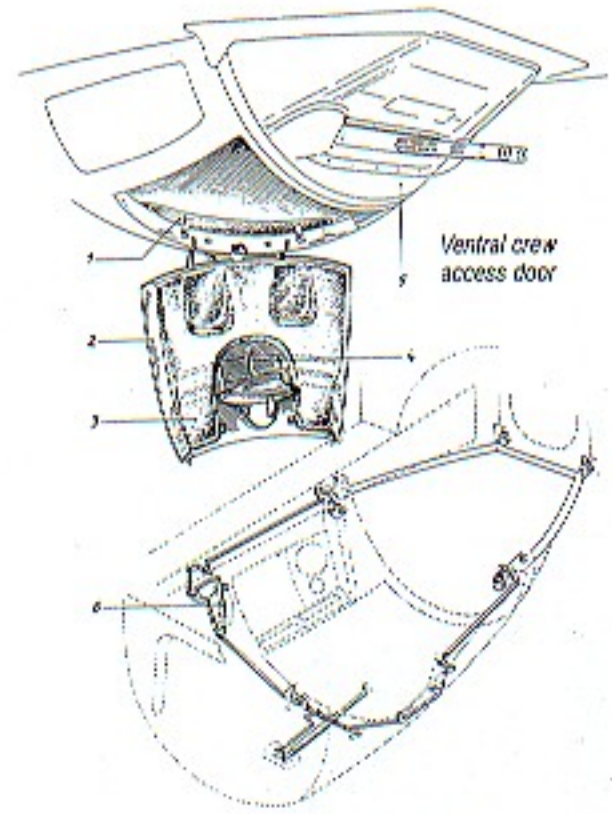
Cockpit interior (port)

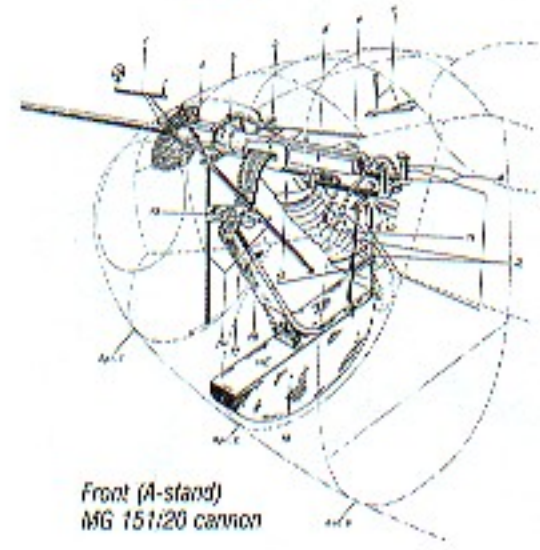


Crew seats (A-2/D-2)

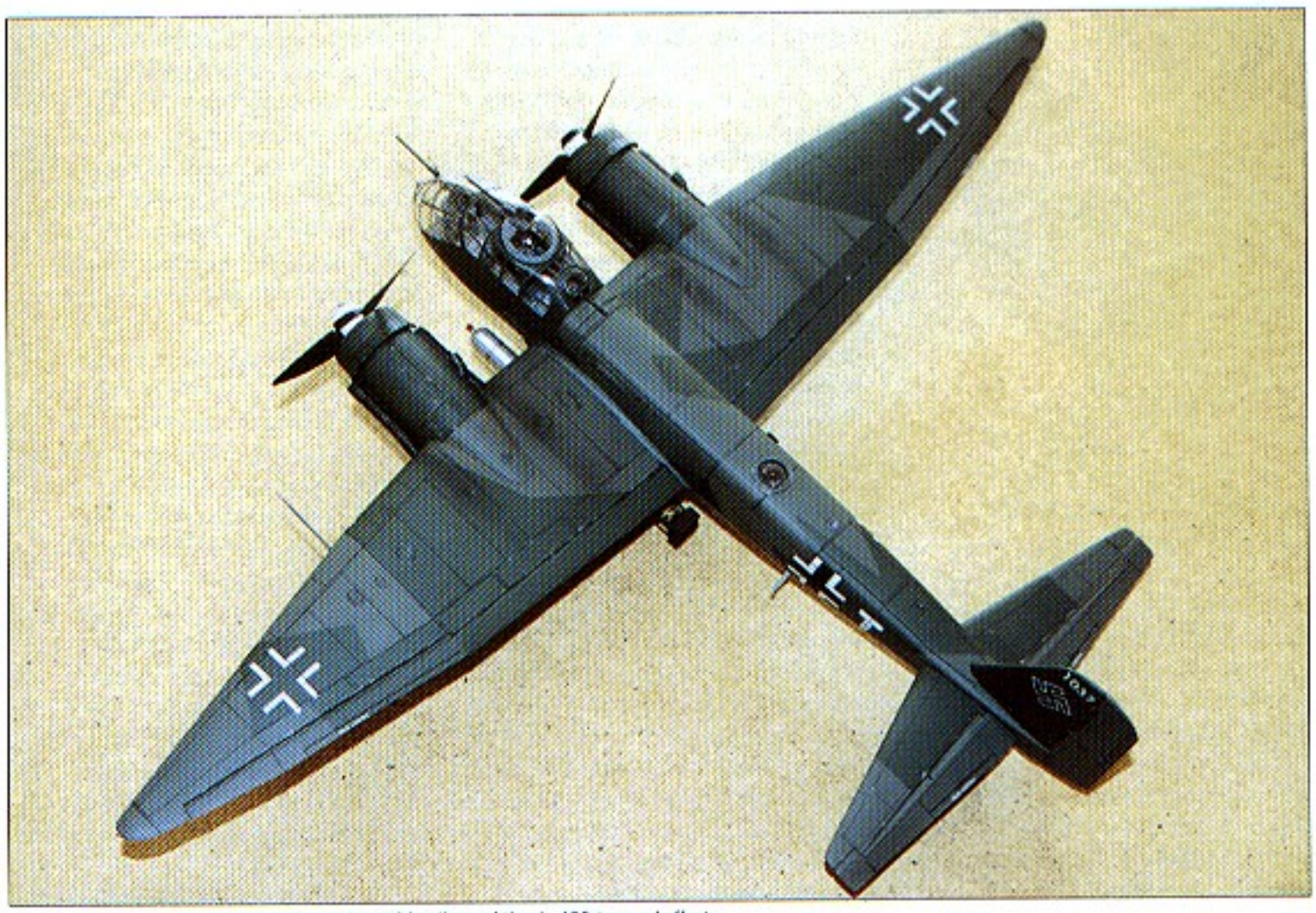


Crew seats (E-1/F-1)





Front (A-stand) MG 151/20 cannon



This overall view of the end result shows the striking lines of the Ju 188 to good effect

exhausts were made, the joins sanded, and they were painted black with a dark earth wash and a little Rub 'n' Buff. The exhausts were left aside until a later stage.

Stage 4 - Assembly of the Airframe

Now it was necessary to join the wings to the fuselage, so the wings were offered up to the wing roots to ascertain how they would fit. They fitted fairly well, but some filler would be necessary later. Each wing was glued to its respective root using liberal amounts of Plastic Weld and both wings were 'on' before the Weld had set hard. This allows for fine-tuning before the joint becomes rigid. When viewed from the side, the wing tips of the Ju 188 just protrude over the fuselage as it has a distinct dihedral. Once this angle had been achieved and both wings were aligned correctly with the tail surfaces, they were taped in place and some more Plastic Weld was applied.

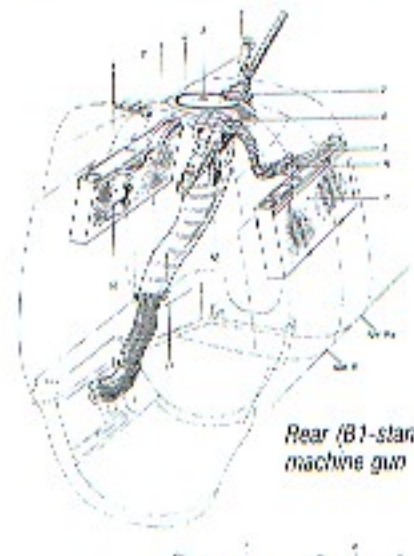
Once both joins had dried thoroughly, the tape was removed and the engines attached, ensuring their alignment. Some filler was required at the wing roots and both the wing root and engine/nacelle joins were sanded smooth, and where necessary, any re-scribing of panel lines was carried out.

After removing any dust with a lightly damped cloth, the cockpit and wheel wells were masked off with Blu-Tac and the whole model so far was given a coat of Halfords Grey Primer to show up any blemishes. There were a few flaws so these were re-sanded and another light coat of primer was applied to these areas. It was looking good so far, but I chose to go on to other areas of the kit before applying the camouflage scheme.

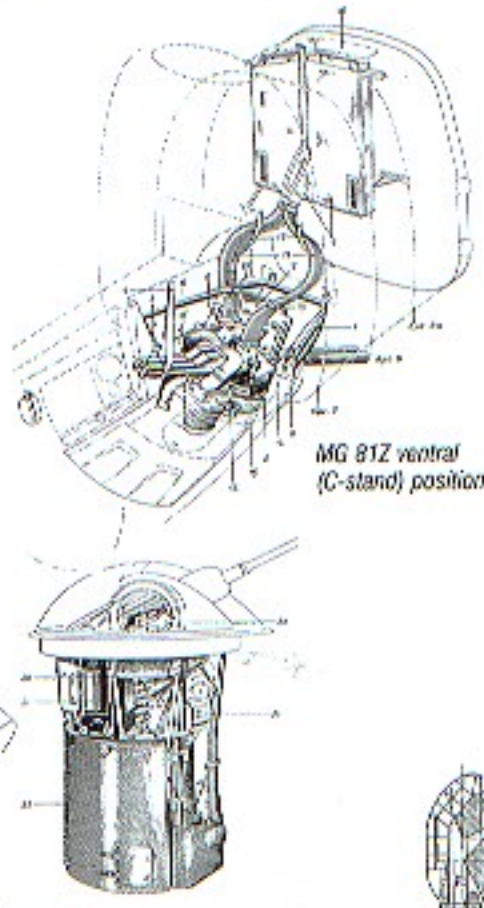
Stage 5 - The Undercarriage

The upper section of the undercarriage legs are made of two halves which, when glued together, go on to a mounting which, in turn, goes on to the forward well bulkhead. The lower section is a single piece and the torque links are made of two pieces. All these parts went together well with the legs painted in RLM 02 Grau and the gaiters in black dry brushed with dark earth. The wheels are nicely moulded in two halves, but are not 'flattened and bulged'. I decided to add this effect so when the wheel halves were glued and dried, a large flat was filed onto each wheel thus giving the effect of some weight being on the tyres. The tyre walls adjacent to these flats were scored with coarse sandpaper and filler (Milliput) was applied and shaped to make the 'bulges'. Once this filler was dry, the bulges were sanded to shape, ensuring that they were blended into the tyre. The tyres were then painted tyre black and the wheels finished in black. As a finishing touch, I added brake pipes made from stretched sprue.

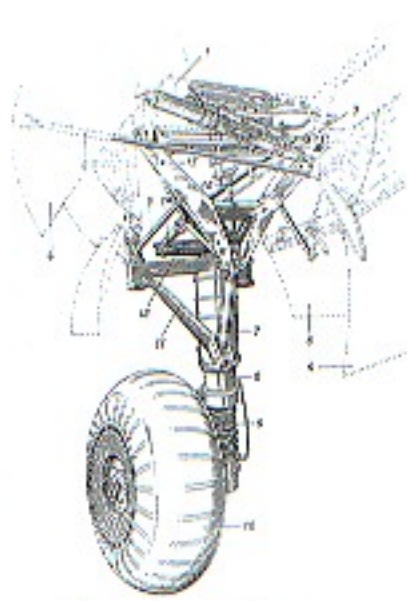
The tailwheel was constructed as per the kit instructions, but with the wheel flattened and the addition of a few small accessories from the Eduard etched set.



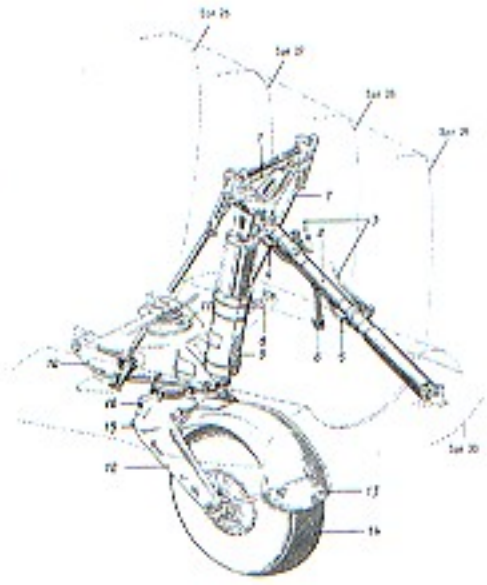
Rear (B1-stand) machine gun



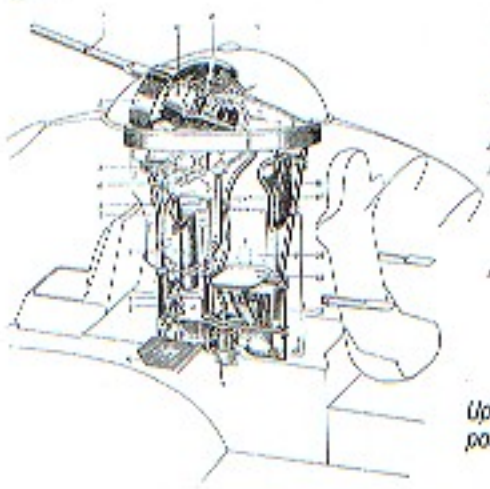
MG 81Z ventral (C-stand) position



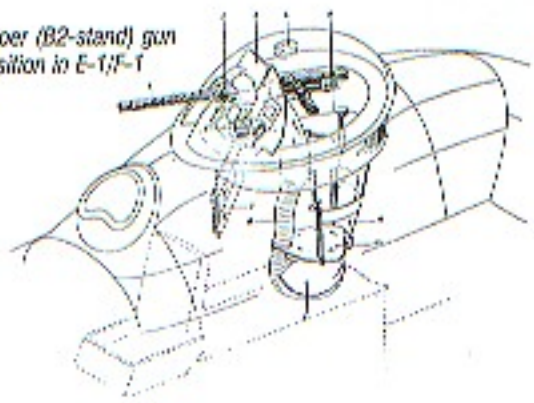
Main undercarriage leg



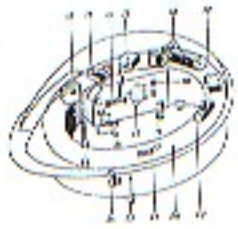
Tail wheel

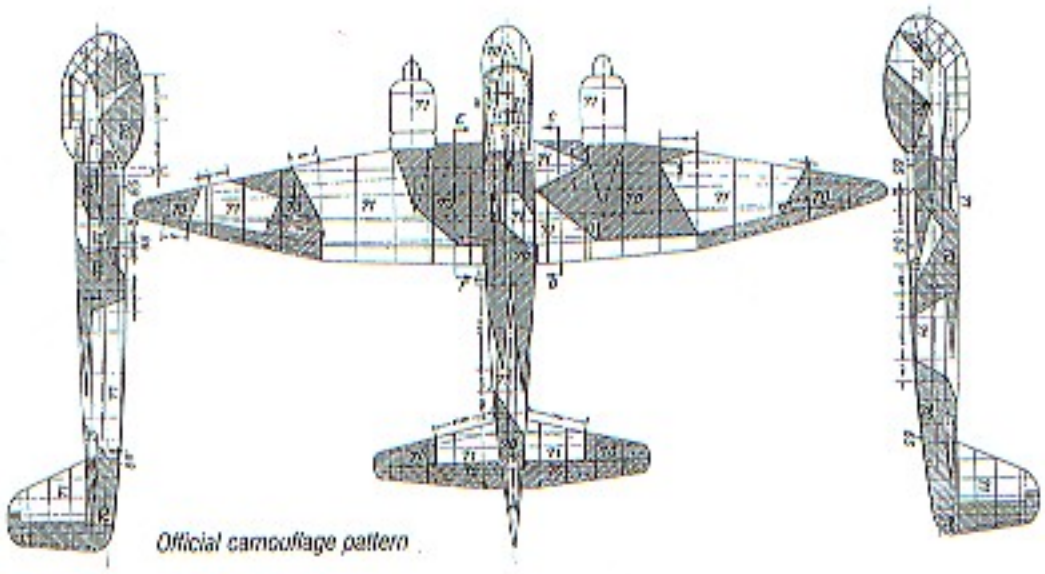


Upper (B2-stand) gun position in A-2/D-2

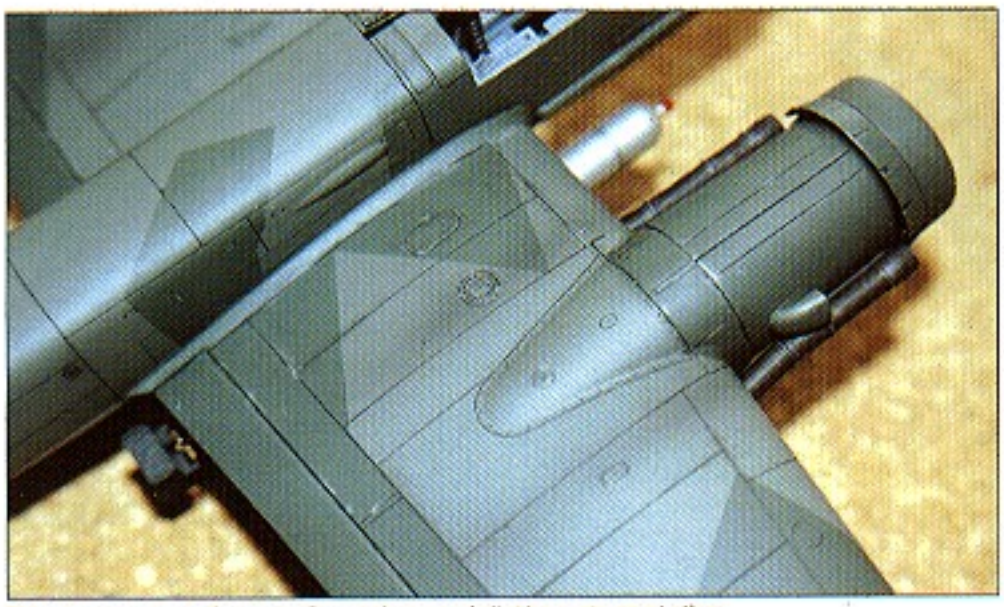


Upper (B2-stand) gun position in E-1/F-1





Official camouflage pattern



This close-up shows the camouflage scheme and slight wear to good effect

All six wheel well covers were removed from their sprues, cleaned up, and Dragon's neat etched actuators added where appropriate. The insides of these covers were painted RLM 02 Grau and all the undercarriage was left aside for the time being.

Stage 6 - The Armament

The torpedo bomber variant of the Ju 188A carried the following armament: two MG151 20mm cannon (one in the nose and the other in the turret), one MG131 13mm machine gun (carried to the rear of the cockpit), and one MG81Z 7.92mm twin machine gun arrangement (in the lower, ventral position).

Although reasonable, the armament straight out of the box is rather basic so I decided to replace both MG151 cannon with resin replacements from the Aires range. For a very low price, there are four to a pack and their detail far surpasses the kit ones. These resin ones consist of a breech assembly, to which is attached a separate barrel.

These were painted black and a gentle application of Rub 'n' Buff was applied to accentuate the beautiful detail. To one of these only (which was to be the nose cannon), an etched guard from the Eduard set was added and this was finished in the cockpit colour (which should be RLM 66, but I chose the lighter ocean grey with a black wash).

All the lower part of the turret was removed and substituted with a brass replacement from the Eduard set, and this proved to be more detailed in appearance and far less clumsy. The seat and straps were finished in dark earth with steel buckles while the rest of the turret was painted cockpit colour. The cannon was carefully glued to the ring with small spots of superglue and the transparent turret cover placed over to ensure that all fitted together well.

As for the MG131 machine gun: I could not obtain the Aires replacements in time so decided to modify the kit ones. The barrel was drilled out with a fine drill and the moulded handle was removed and replaced with two small etched components from the Eduard set, between which was a small rod. The whole thing was finished in black and 'weathered' in the same manner as the cannon.

The ventral MG81Z twin mount was basic to say the least, but as it would hardly be visible once in situ on the model, this was a relatively minor concern. The barrels were drilled out and an armour plate was added from the Eduard set.

The torpedo racks were attached to the undersides of each wing and the contours of these racks matched the aerofoil section of the wing perfectly. The small clamps were painted steel while still on their sprues but left until a later stage. The torpedoes went together well, but care needed to be taken when attaching the fin arrangement. I found that thinning out the 'box' arrangement at the rear of the fins helped for this. Both torpedoes, when sanded smooth were sprayed with Halfords Nissan Silver while the rear of the body was painted black with a little Rub'n'Buff. The propellers were painted brass, and the exploders (that's what I think they are) at the front were finished in red. With most of the kit more or less completed as far as major construction was concerned, my attentions now turned to the colour scheme.

Stage 7 - The Colour Scheme and Markings

The colour scheme selected from the two in the kit was RLM 70/71 in a 'splinter' pattern over 65. This scheme is quite easy to apply but needs care and patience.

As the model had already been given an undercoat of primer, the whole underside and lower sides of the fuselage were sprayed with RLM 65 Hellblau. Once dry, the demarcation line between the upper greens and blue was masked off using Tamiya's excellent masking tape. In a few areas such as the wing leading edges, it was necessary to slice the tape into thinner strips in order for it to conform to the contours. Once all this masking was done, the whole model was then sprayed in RLM 71 Dunkelgrun. Once this coat had dried, the demarcations for the two greens were masked off, again using Tamiya masking tape, cut into thinner strips and triangles where necessary.

The only reference I had for these demarcations was the kit instructions. The necessary areas between the numerous lines of masking tape so far were masked off with thicker tape so that only the required areas remained. These areas were then sprayed with RLM 70 Schwarzgrun, and when dry all the masking was removed. There were a few 'runs' but these were easily touched up with a brush.

The whole model was then given a nice, even coat of Halfords clear lacquer, which acts as a rapid drying gloss varnish, and helps to protect the paint finish as well as preparing the surface for the application of the decals. The kit decals were then applied and they were fairly good but the white areas were slightly yellow in tint. Consequently I decided to replace as many as possible with some from my spares box. All the crosses were replaced and as there were no swastikas in the kit anyway, these came from an Aeromaster sheet. Unfortunately I had no letter Ts of the correct size so these were made from clear decal sheet sprayed white and cut into strips. The only kit ones used on the model were the small notices on the various trim tabs and the number (Werke number) atop the tailfin.

All the applied decals reacted well with setting solutions and conformed nicely to the excellent surface detail of the kit. After being left overnight to dry, any excess solutions were removed with a damp cloth, and the model was given another coat of clear lacquer in preparation for highlighting the surface detail with the use of watercolours. This coat of lacquer is essential, as otherwise it is impossible to remove the watercolour from the decals as it soaks in (and I know this from experience!). I have found that a cheap (about £1.50) children's set of watercolours works fine for this! The black watercolour was mixed with water until it was of a fairly thick consistency, then applied to the panel line and rivet details using a brush and left to dry. The watercolour was then removed from the surface by gently rubbing across the panel lines with lightly dampened kitchen roll. Wiping along the lines removed all the watercolour, so it is essential to wipe across the lines wherever possible. Once all the lines were highlighted and all excess watercolour was removed, the whole model was, yes you guessed it, given another coat of lacquer to seal in the watercolour so that it won't smudge later.

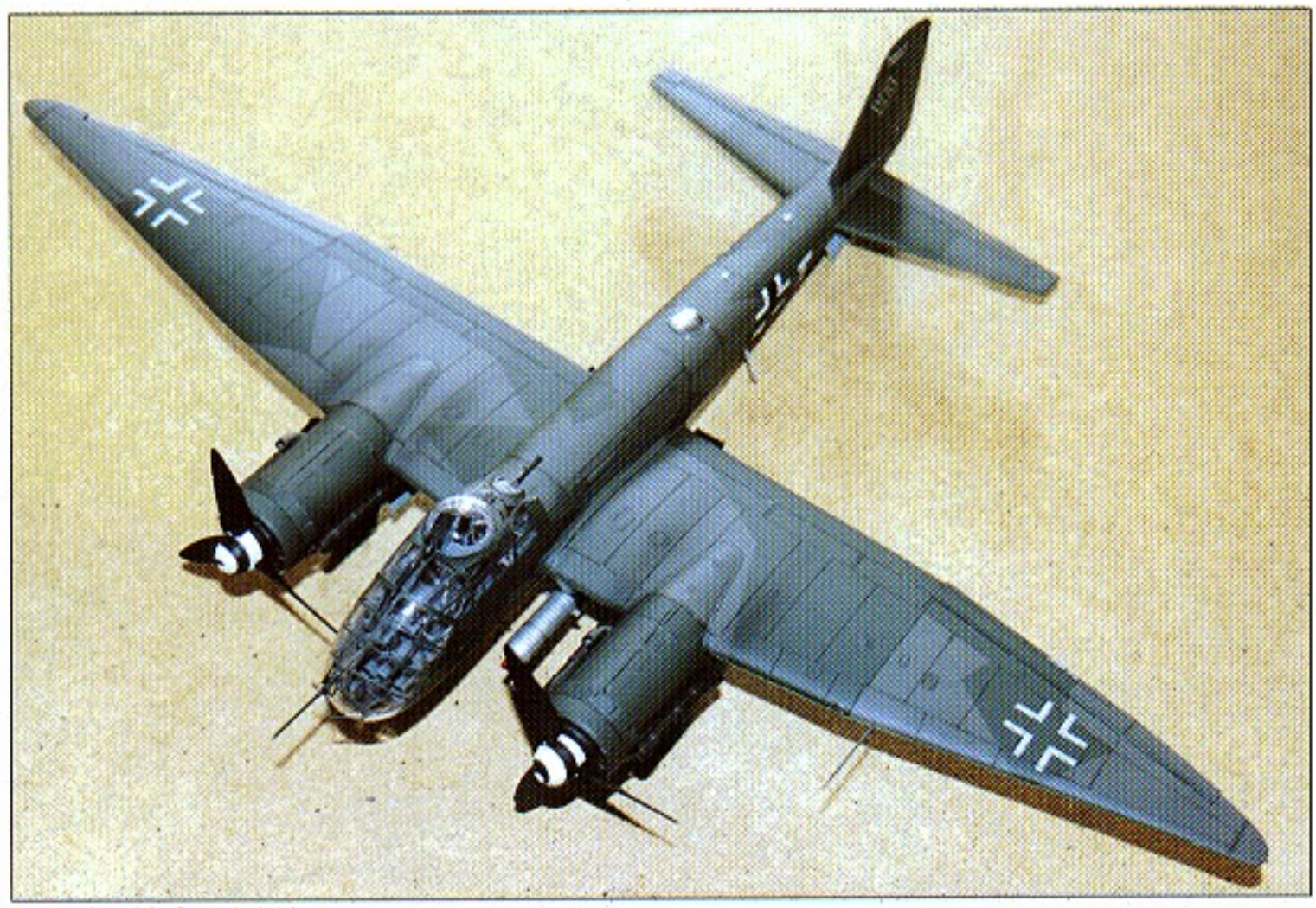
Finally, exhaust streaks were sprayed on using black mixed with dark earth, on the undersides of the wings and tailplanes, and lightly on the upper surfaces of the wings.

At this time, I chose to install the tail and main undercarriage ensuring that the flats on all three wheels were on the 'ground'. The wheel covers were sprayed RLM 65, and as their interiors had already been painted, they were installed too.

The exhausts were then fitted, and their fit was excellent. The linkages on the undersides of the ailerons were then added and painted RLM 65, and the torpedo clamps were attached.

Stage 8 - Cockpit Transparencies

This, I felt was the 'make or break' part of the model so patience was to be the key here. Firstly, the two beautifully moulded cockpit transparencies were carefully removed from the sprue and cleaned up with fine Wet and Dry. I decided to mask the frames off with Tamiya masking tape, trimmed into very fine strips and ensuring that they were rubbed down hard into the frames to prevent runs underneath the tape. To ensure that all the frames 'lined up' I decided to mask and paint all the longitudinal ones first with long lengths of trimmed tape. Once this was done and the frames had dried, the same procedure was



Another view of the finished model

carried out on the frames that went across the canopy. All frames were first painted ocean grey then the appropriate camouflage colour. The only frames left then were the very curved ones (such as round the cut-out for the nose cannon), nose ring, and rear upper machine gun position, which were painted freehand using a fine brush. Finally, the solid rear portion of the canopy was painted ocean grey, then the splinter camouflage masked off and brushed on. A few Eduard accessories and fine wiring made from stretched sprue were attached to the insides of the canopies using Clearfix. On test fitting the canopies to the fuselage I was impressed to see that they fitted perfectly. Consequently they were taped in position and glued together, but not to the fuselage, by carefully applying Plastic Weld on a fine brush.

The two lower transparencies and turret were much simpler, needing far less masking (which was not unwelcome, as my eyes needed a rest!) and as before, they were painted ocean grey first followed by the camouflage colour. Finally, the twin MG81Z machine guns were attached to the appropriate lower transparency using Clearfix.

Stage 9 - Finishing Touches

The various levers and knobs and small plates from the Eduard etched set were carefully glued into place using superglue, as were the two additional etched ammunition boxes after being folded into shape.

The nose cannon ammunition box from the kit needed a few additions from the Eduard set also, and once these were done, it was glued in place.

The pilot's seat had a moulding mark in an awkward position, but this was removed while the openings for the seat belts were enlarged, and the seat painted in the same manner as the rest of the cockpit and glued into place. The replacement brass rudder pedal mounts were bent into shape and some extra detail added inside them in the form of short lengths of rod to replicate piston arrangements. These were subsequently attached to the cockpit floor. The Eduard seat belts and rudder pedals were painted (tan and cockpit colour with a little Rub 'n' Buff respectively) and glued into place (remembering to displace the pedals to match the position of the rudder). The pedals were mounted on short lengths of stretched sprue.

The control column consisted of the column itself and a control wheel. These went together easily while the whole arrangement was positioned so as to match the positions of the ailerons and elevators. The Eduard instrument panel was painted cockpit colour with black instrument bezels and a little Luftwaffe colour coding was applied. As the acetate backing was prepared earlier, it was carefully removed from the sheet and superglued to the back of the instrument panel. Due to the white of the backing showing clearly, it was painted cockpit colour while some extra detail was added to simulate the instrument bodies and wiring. Once this was done, the panel was attached to the control column using the etched mount supplied in the Dragon kit.

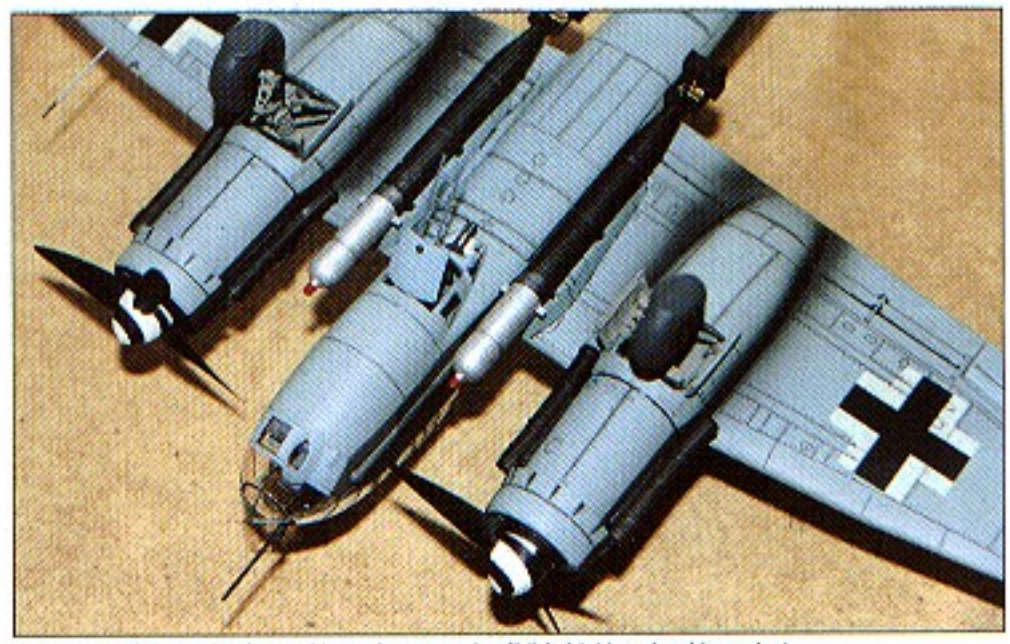
The etched nose cannon mount from the Dragon kit was used, as the Eduard one was not the correct size so did not fit properly. This was attached to the cockpit floor and the cannon in turn glued to the mount, ensuring that it projected through the opening in the canopy on a test fit.

The rear upper MG131 machine gun was mounted on the kit mount (which could also be a spent ammunition chute?), ensuring that it too projected correctly through the opening in the canopy. Once this was dry, the Eduard brass ammunition belt was fitted (as it is more flexible than the stainless steel Dragon equivalent).

The propellers each comprised a one-piece spinner, three separate blades, and a bearing to allow them to rotate when fitted to the kit. The spinners were painted white and the blades RLM 70 and all went together nicely when constructing them. Both propellers and the torpedoes were then given a coat of clear lacquer: The black spinner spiral decals (nice touch!) were applied and conformed well with the use of setting solutions. Also, the torpedoes were given the watercolour treatment, and once the propellers and torpedoes were dry, they were given another finishing coat of lacquer and attached to the model in their respective positions. The crew entry door was modified by the use of an Eduard etched accessory, painted RLM 65 outside and cockpit colour on its interior, and fitted in position. The ladder was also painted cockpit colour, but given a heavier treatment of Rub 'n' Buff to simulate wear and scuffing.

The whole model, now almost complete, was given a coat of matt varnish to give it a more realistic sheen (it is said that most WWII German aircraft had a slightly semi-gloss sheen, but a matt coat is closest). Once this had dried thoroughly, the transparencies were attached using Plastic Weld applied on a very fine brush, and all joins were impeccable. The inserts (one clear and one solid) in addition to the antenna were attached to the left rear fuselage and the pitot tube was added to the left wing while each was painted the required colours. The Direction Finding antenna (which looks like a fan) was mounted inside the round opening in the upper fuselage, and its clear cover (with frame already painted earlier) proved to be a tight, but adequate fit. Two small clear inserts (which I am unsure of, but the best I can think of is that they are formation lights) were glued into place and the solid parts being painted in the camouflage colour. The etched cable fender at the very nose of the aircraft proved to be difficult to bend so as to get all three to match their corresponding location holes so I chose to detach and glue each one individually. An etched gunsight was added to the turret cannon and the transparent turret cover went on with no fuss.

The turret was joined to the canopy using Clearfix, the two windows were attached to the lower nose, and finally, the excellent little gunsights were added to the nose cannon and rear upper machine gun.



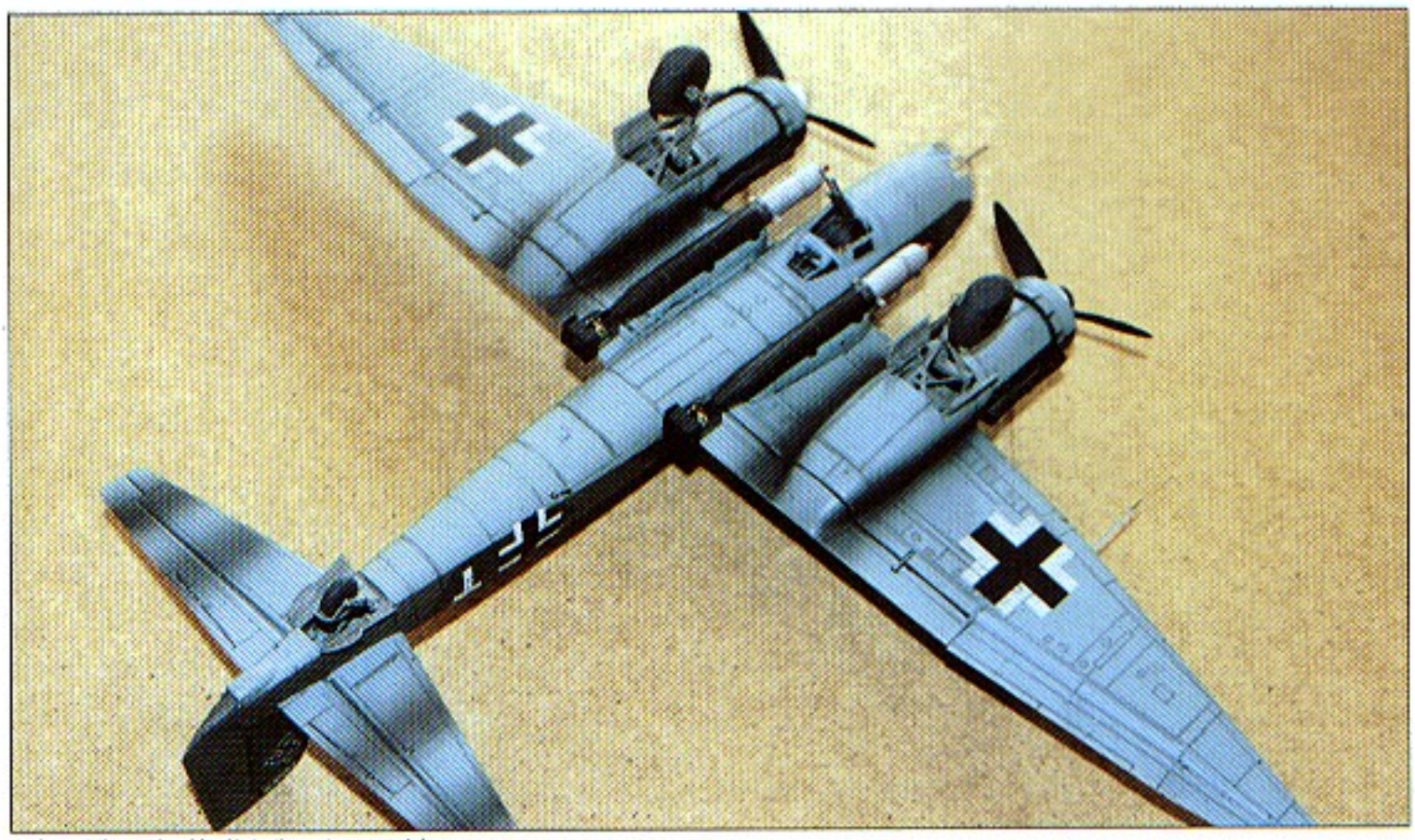
A close-up of the underside and torpedoes rounds off this highly enjoyable project

Conclusion

I was very impressed with the quality of the mouldings (especially the transparencies) and detail of the majority of this kit. Some areas (such as armament and cockpit) were a bit on the bare side, but with after market manufacturers producing some excellent items at a very affordable price, this is not a problem. The model scales out pretty much spot on with regard to both span and length, and definitely captures the angular lines of the real thing. There were some errors in the kit instructions such as the three-view drawings showing a bulged belly to the aircraft while only a 'flat' one is supplied. A few instances of things like this gave rise to a little confusion in some areas so good references are essential in order to make a completely accurate Ju188 (something I did not have much luck with, I might add!).

This is not exactly a cheap kit, being in the region of £30-35, but you get a lot of kit and many pleasant hours modelling for that price. The inclusion of the Eduard etched set for the Ju 188, or at least German WWII seat belts is a must have for this kit. I was impressed with the quality of the fit of the parts, and although some joins needed a bit of work, I would not say that any major problems were encountered. When it comes to the transparencies, I would say that patience and a good eye is needed (as with all canopies I suppose), and this kit provides a challenge in this area. For this reason, I can only recommend this kit to average or above modellers (unless the modeller dispenses with the framing!). I had many very enjoyable hours making this kit and I can only hope that this kit is re-released by Revell so that modellers can obtain it more easily, as it is an excellent kit of a successful aircraft of unique appearance. I think this kit (and/or any Dragon 1/48th Ju 188) is a 'must have' for any Luftwaffe enthusiasts and I look forward even more to making the Revell Ju 88A-4 later in this series (Thanks Ed!).

Nicholas J. Wigman



A view of the underside. Note the exhaust staining

The Basics of how to make a diorama, by Nicholas J. Wigman

Part 5. Accessories

The amount of accessories available on the market is astounding and there is scope to produce a huge variety of dioramas.

The accessories available fall into a number of categories. Firstly, there are figures, and there is an abundance of excellent resin or metal figures that are extremely well detailed. Figures of many nationalities and in many poses are on the market, some with little extras such as pets, chairs, and tool kits.

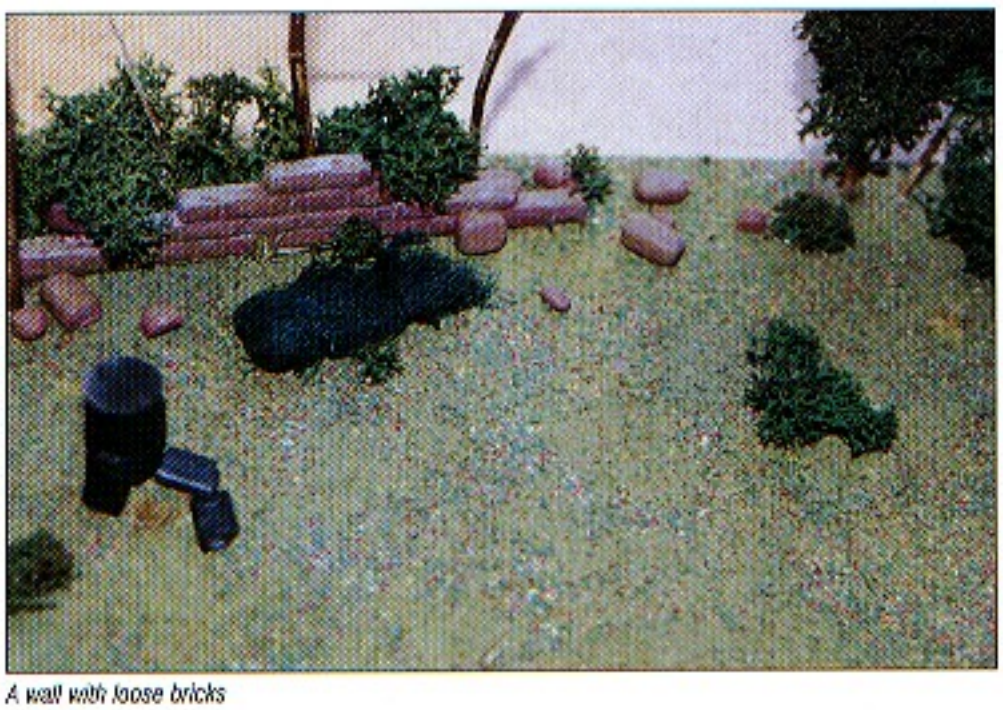
The second category involves accessory or conversion sets for aircraft. Some of these allow for dioramas by providing a great level of detail and recently, even battle damage has been offered as resin extras. Smaller items such as detailed guns and flattened wheels add extra depth to detail, as do etched detail sets. On the other end of the scale there are comprehensive detail sets such as those from Aires (their F4U Corsair set is a real cracker!) and these sets generally include details for the cockpit, engine, gun bays, and opened access panels. Also Hi-Tech offer some nice and inexpensive detail sets, although they usually need more work in getting them to fit properly. I particularly liked the Kendall range of accessories and it was a shame that they disappeared, but that said, a great number of excellent sets exist in many good model shops.

The next category involves airfield/military items and can include maintenance areas, starter carts and compressors, weapon loading equipment, and vehicles. Again, these are available for various nationalities and eras from World War One to the present day. Other items include crates, ammunition boxes, and oil drums.

The final category involves the basic materials and details which can be used in the diorama. These include trees, bushes, grass, tarmac, PSP plating, and ready made fight decks are also available. It is important here to choose a season for your diorama, as the grass and trees can be found in summer and autumn colours.

Most railway model shops have a good selection of these items in addition to animals, civil vehicles, buildings, civil figures and signs. Most model shops also stock plywood, balsa wood, plastic sheet, wire and I find that Tamiya plastic rods (round and girder sections) are very useful.

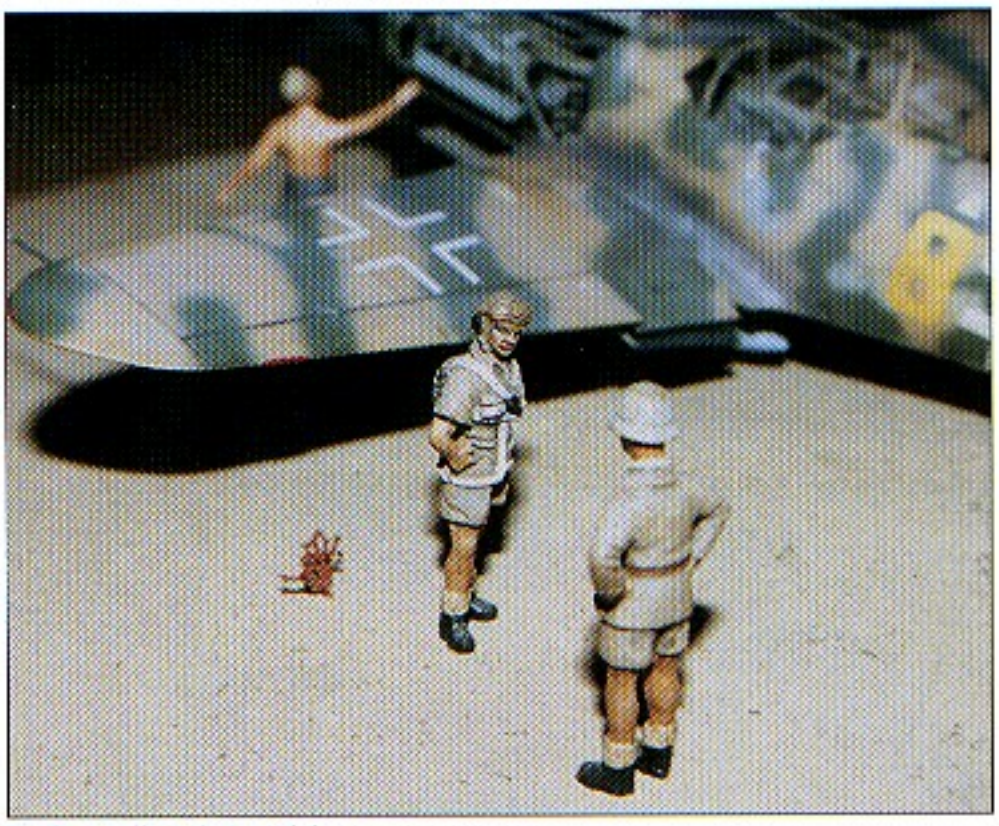
An oil drum and Jerry cans. Note the clump of grass



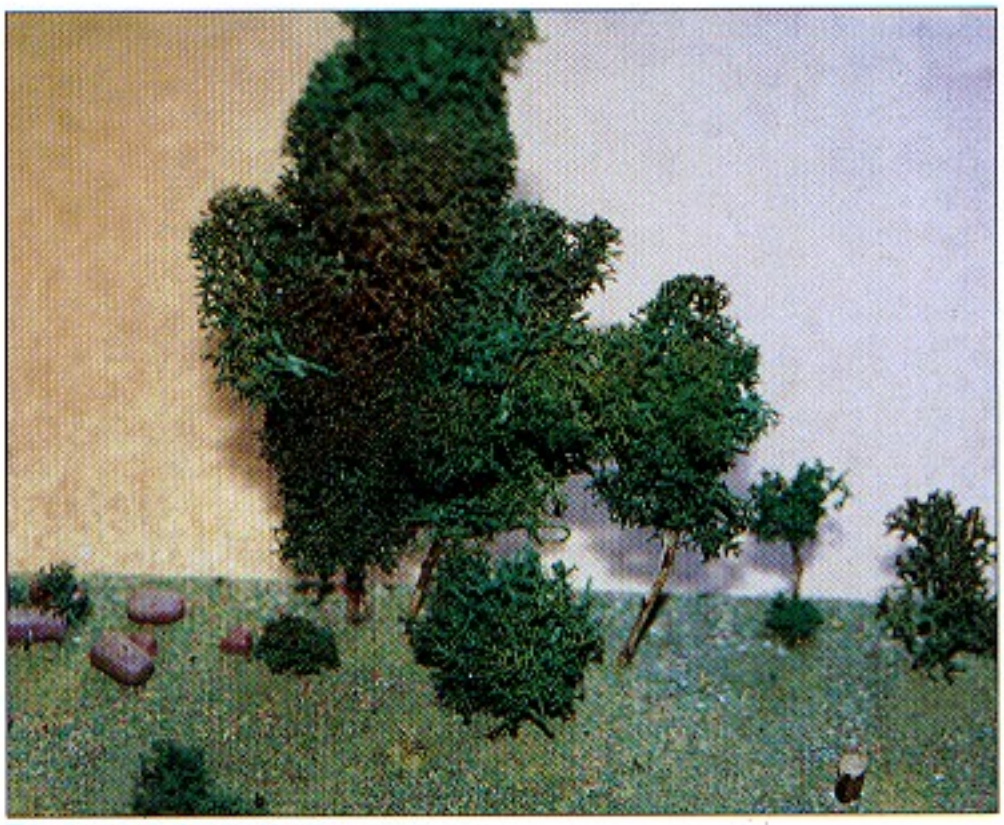
A wall with loose bricks

Another good thing about making dioramas is that a lot of materials are commonly available in the home. For instance, old brushes make very good grass (as can hemp rope); sticks and twigs can be used, as can very small stones, which can be found in the garden. A good base material is exterior filler such as Polyfiller, although plaster and paper maché can also be used. Water can best be reproduced by means of a clear setting resin (which does not seem to be as easy to find) but can also be made from Polyfilla.

The following parts of this series will each discuss making a specific diorama in more detail. Until then, happy modelling!



Two German airmen in desert fatigues



This photo shows trees and bushes

Washi

A Japanese Eagle

by David Francis

Most modellers are familiar with the F-15 Eagle in American colours but those in use by Japan are less well known in Europe. The Japanese started to look for a replacement for its F-104 Starfighter in 1975 and decided on the F-15 in 1977. There are currently eight squadrons in service with the F-15J Eagle and with continuous home designed upgrades to the avionics system the F-15J will stay as Japan's main air defence fighter for some years to come.

It was perhaps inevitable that Tamiya would issue the F-15J in their 1/32nd scale series, as the only external difference between this and the already issued F-15C is the removal of the E.C.M pod from the tip of the right hand tail. The kit certainly looks impressive with Tamiya's usual exquisite detail, well-illustrated instructions and a massive decal sheet; I could hardly wait to start building.

The Front Bit

On a kit of this size it is the cockpit that draws the attention of the viewer, Tamiya have provided a lot of detail which will benefit from careful painting, however there is one large area that needs correcting before you can start to paint. On these larger scale kits you have to use a number of small screws to assemble many of the larger sections. Two of these are located in the cockpit to attach the nose undercarriage bay, one is under the pilots ejector seat where it will be hidden from view but the other one is in the middle of the electronics bay floor which spoils the look of this area. Tamiya have moulded the correct detail on either side of the raised screw hole so we start by carefully removing the raised collar around the hole with a sharp scalpel blade then cleaning up the edge using a small jewellers file.

The hole is now filled with Milliput and then smoothed over with a wet finger to make a flat surface, the missing detail is now replaced with various sections of plastic rod to match the moulded detail supplied on the kit part.

The rear electronics bay and many other internal areas of the F-15 are painted in a metallic blue/green which you can either mix using your preferred paints or you can a buy it from the Xtracolor range as paint number X159 (Metallic Blue/Green Interior) which is the one I used to brush paint the rear bay on my Eagle. The electronic boxes that fit in the electronics bay are separate parts that I painted in AeroMaster's RLM 66 Luftwaffe Schwartzgrau (I prefer to use very dark greys such as Tyre Black or RLM 66 instead of black, which is then used to highlight details). I then added some Reheat data placards to these parts and to other areas in the cockpit as they help to give that authentic look. The main cockpit area is now painted in medium grey with the control panels and instrument bezels picked out in RLM 66 using an 00 brush; I would advise using a magnifying glass to ensure nice straight lines on the edges of the control panels. A used piece of 1200 grit wet and dry paper was now carefully passed over the raised detail, just enough to allow the medium grey paint to show through to represent the knobs and switches. I now picked out certain switches in yellow and red using the photos in Verlindens F-15C 'Lock-On Number 4' as a guide. The instrument faces on both the side panels and main control panel were now filled with AeroMaster Black (RLM 22) using the tip of a cocktail stick. The moulded detail on the faces of the instrument dial were now highlighted with a sharp white artists pencil. The last step is to fill the instrument bezel with gloss varnish to represent the glass face of the dial.

Tamiya provide clear parts for the display screens so I painted the back of these in a purple/black paint mix to match the colours in my reference photos before attaching them to the instrument panel with white glue. I decided to leave out the ejector seat and fit this later in construction, along with the pilot?

It was now time to prepare the metal undercarriage legs, as you must fit the nose on quite early in construction. A small file was used to clean up the seam lines on all legs. This left a nice shiny metal finish so I masked off the parts

that were to stay natural metal with Tamiya tape; an overall spray of Halfords White Primer serves as a base colour. To the metal nose wheel leg are added the plastic lights and support struts. I left the lenses off the lights as I had something new to try at the end of construction. Do not forget to add the placards that Tamiya supply on the decal sheet (I did and it is harder to put them on later), these are now added to the pre-painted nose bay. Before joining the front fuselage halves remove the middle antenna and open up the hole for parts A25 and A26.

The front fuselage is joined using 2 more screws and is a good fit with just a small amount of typewriter correction fluid needed to clean up the join. At this point I placed some lead fishing weights in the nose, held in place with some blu-tack . If you wish to open the nose electronic bay now is a good time but I had decided to model mine shut so I fitted the door panel and cleaned up the join. The front fuselage is now set aside so work can start on the main fuselage assembly.

The first thing you see when you open the box is the comprehensive decal sheet

The Middle Bit

Before you start this section you must treat some of the sink marks that are moulded into the air intakes and rear jet pipes. These large circular depressions are quite shallow so a thin layer of correction fluid is all that is needed followed by a quick rub with 1200 grit wet and dry to give a flawless finish. These parts are then given a coat of Halfords White Primer to serve as a base coat. The front quarter of the air duct is painted light ghost grey and requires careful masking and painting as you will not be able to reach this area once the air duct is joined together.

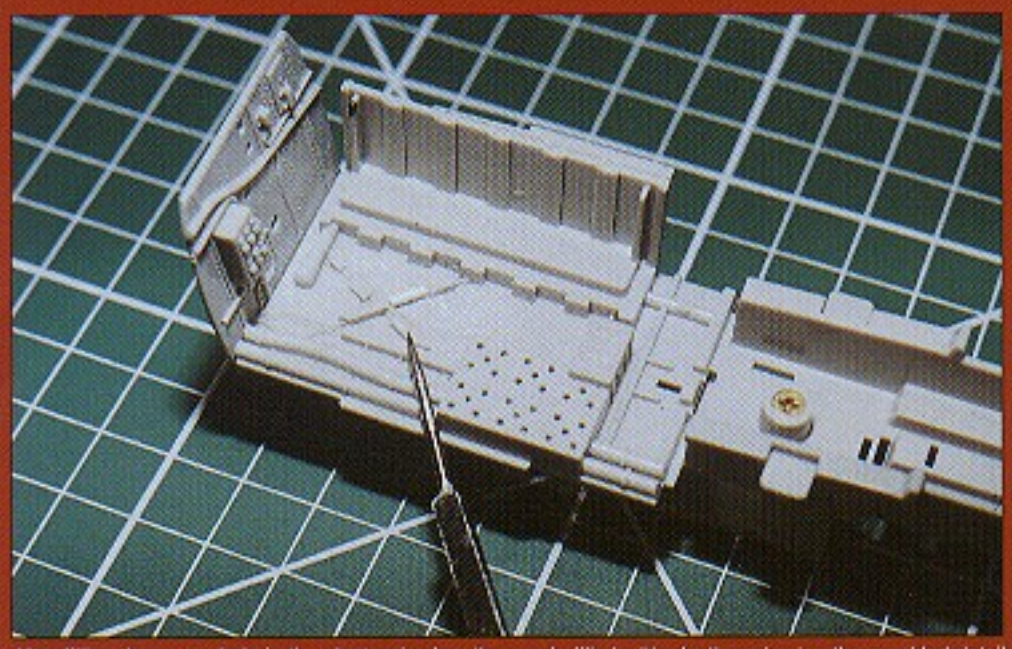
The engine fans were painted aluminium with a wash of black ink before attaching them to the rear of the air duct. The fronts of the air intakes are made up of three pieces which benefit from having their edges cleaned up with a sharp scalpel to insure a good join. Once assembled the intakes snap fit on to the air ducts and will now pivot just like the real thing. The jet pipes were now painted in bands of gunmetal and white; it helps if you have a good photo of this area as there is a large amount of white ceramic in an area I would have assumed was burnt black. The jet pipes and air ducts are now attached to the lower fuselage by four screws. The top fuselage piece features a nicely detailed Vulcan cannon and I decided to improve the look of this piece by cutting thin slices of plastic tube to emphasise the gun barrels when viewed through the gun port.

At this point, during a spring clean of my workshop, I managed to throw away my instruction book and I must give credit to Tamiya's importers Richard Kohnstam Ltd as within 24 hours I had received a replacement copy. Three screws join the top and bottom section of the fuselage but the rear fuselage suffers from a very poor fit. To try and minimize this I fitted some plasticard strips to help align the join. Even with these strips I still needed a lot of filler on the rear fuselage and on the lower panels in front of the gun bay. These joins were cleaned up with 40 grit aluminium paper as using my normal grit wet and dry would have taken weeks. I tried to protect the surrounding areas with masking tape to minimize the amount of rescribing that I would need to do to restore any lost detail. Once these joins are tided up the completed front and rear fuselage were joined together using two screws and five-minute epoxy to ensure a strong bond.

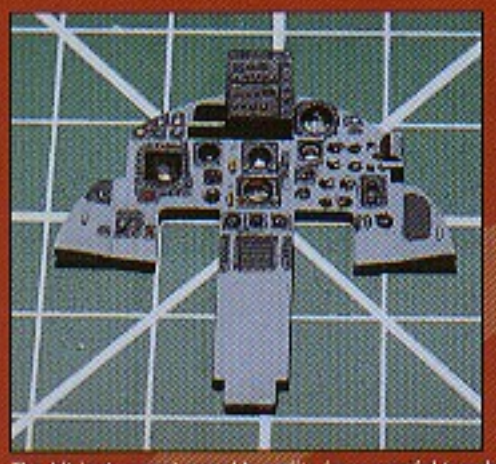
Once set I further reinforced the joint with superglue through the large hole in the top fuselage. This is also a good place to hide further fishing weights if needed to help prevent tailsitting. At this point I deviated from the kit instruction by fitting the top panel to help reinforce the nose to main fuselage joint. There are numerous vents and intakes to be attached to the lower fuselage and at this point I attached the pre-painted metal main undercarriage with two more screws to help protect these small parts while the model sat on the workbench. These screws were then covered

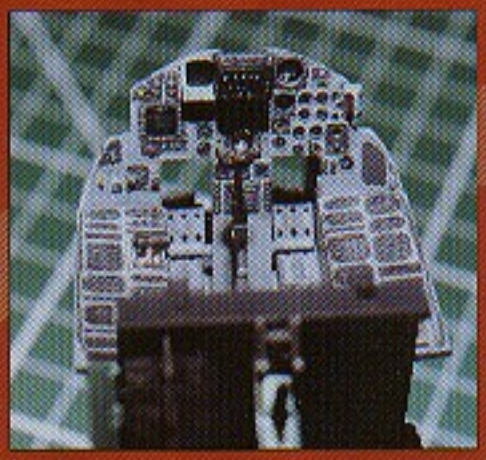
Technical Data

Scale:	1/32nd
Price:	£85.00
Kit No.:	60307
Panel Lines:	Recessed √
Status:	Revised Tooling √
Plastic Colour:	Grey
Type:	Injection Moulded Plastic, Rubber 3 & White Metal 3
Parts:	Plastic 354, Clear 22
Also Includes:	23 Screws, 2 Nuts & 1 Spring
Decal Options:	Any JASDF F-15J Unit
Manufacturer:	Tamiya Inc
UK Distributor:	Richard Kohnstam Ltd.

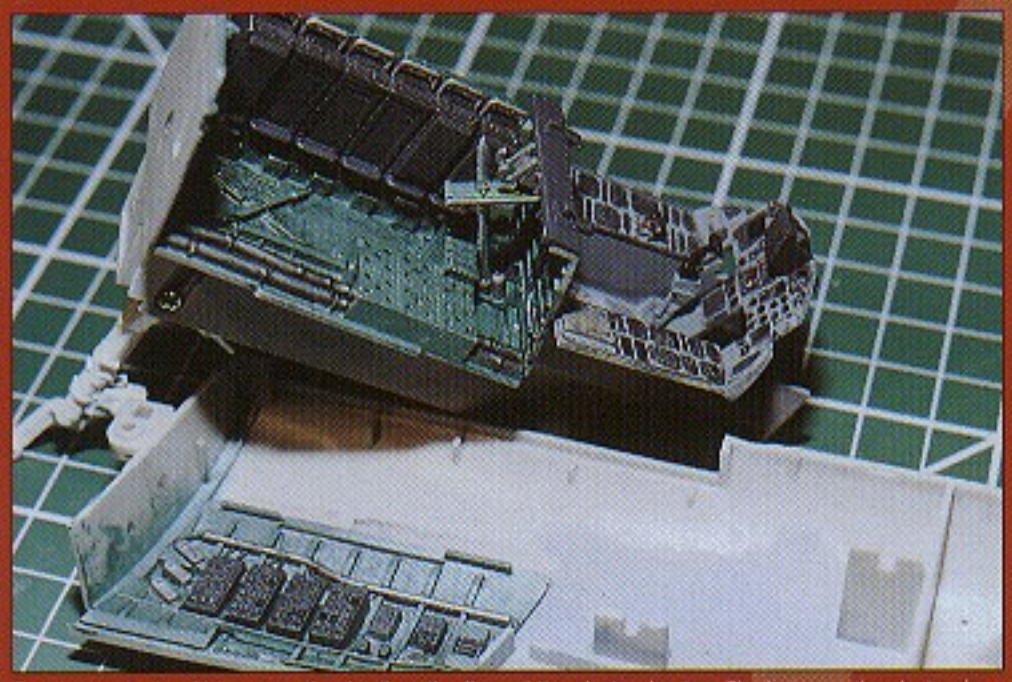


After filling the screw hole in the electronics bay the gap is filled with plastic rod using the moulded detail as a guide

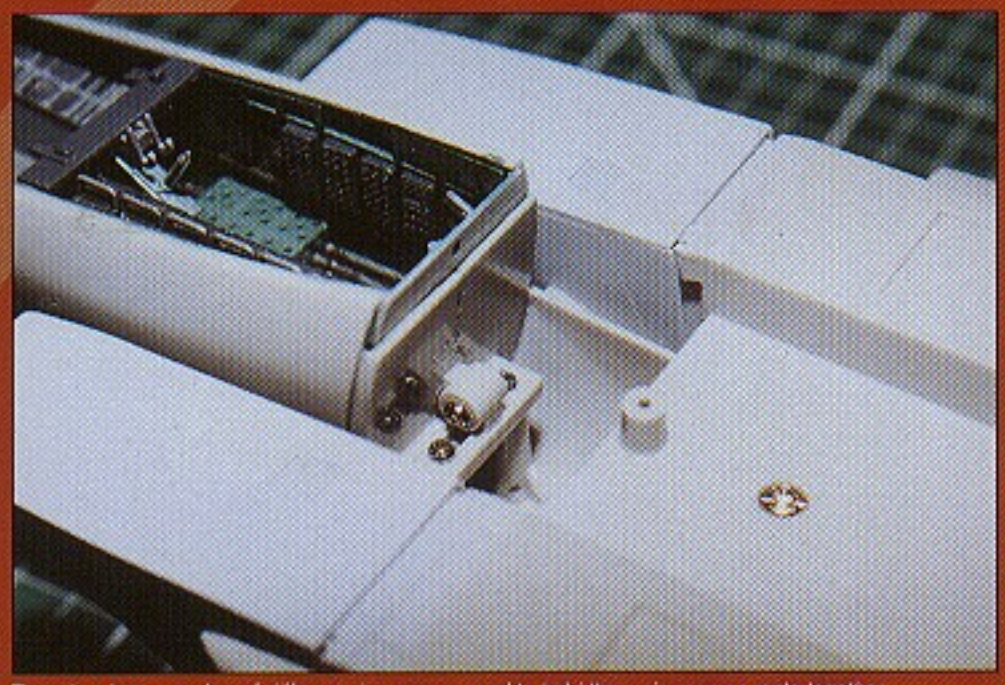




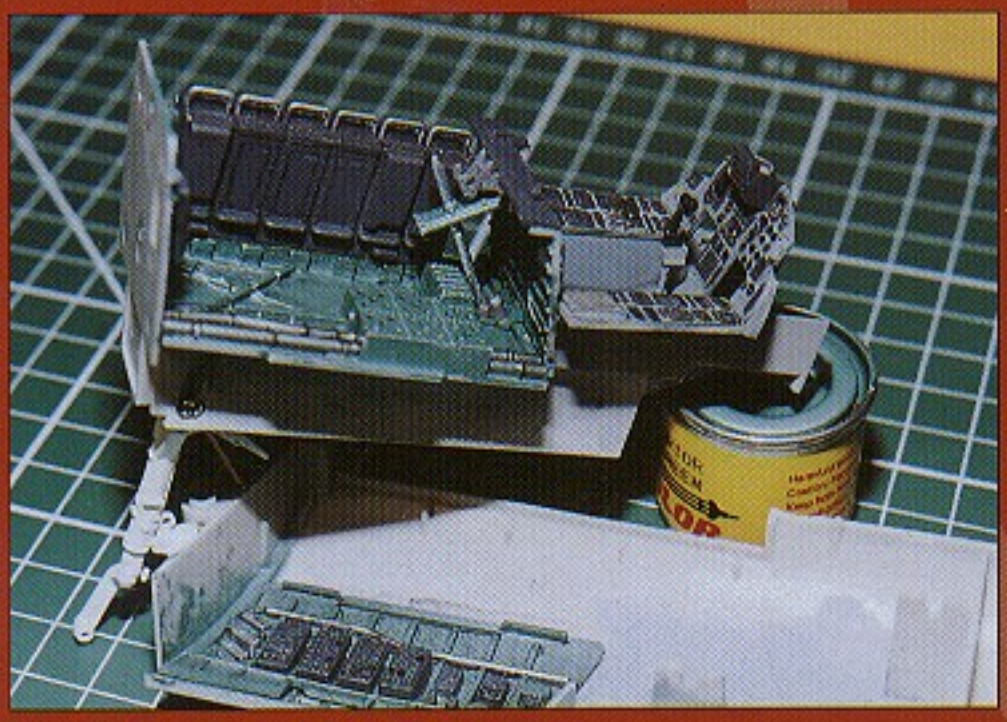
The kit instrument panel benefits from careful brushwork

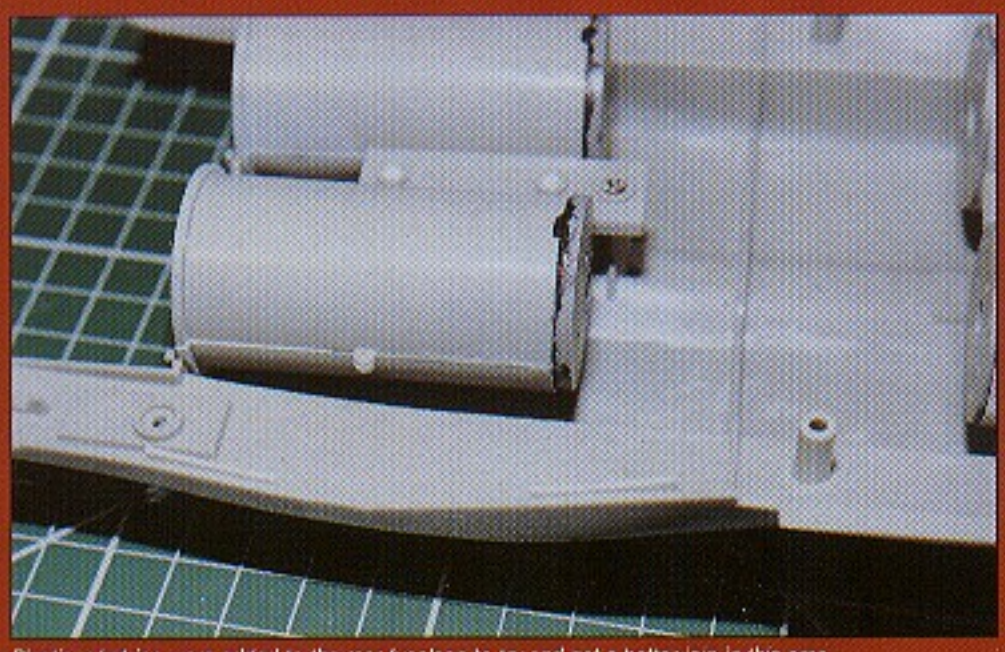


That funny shade of blue, note the detail on the floor of the electronics bay. The holes on the electronic cover have been opened up with a small twist drill. You can just see the reheat data placards on the e.c.m boxes attached to the sidewall



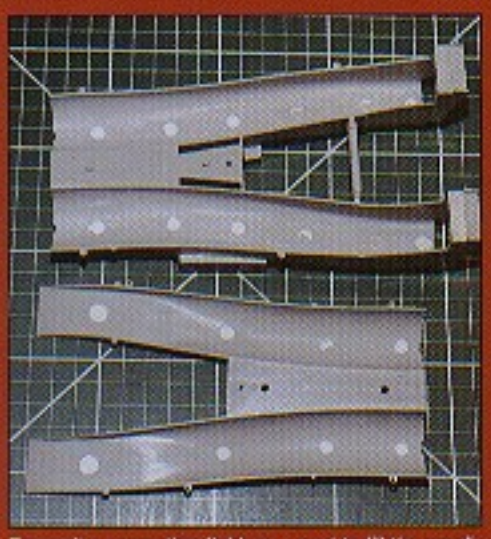
There is a large number of different size screws used to hold the major components together





Plasticard strips were added to the rear fuselage to try and get a better join in this area

Well the plasticard reinforcement did not work. The large seam on the rear fuselage that will take a lot of work to put right



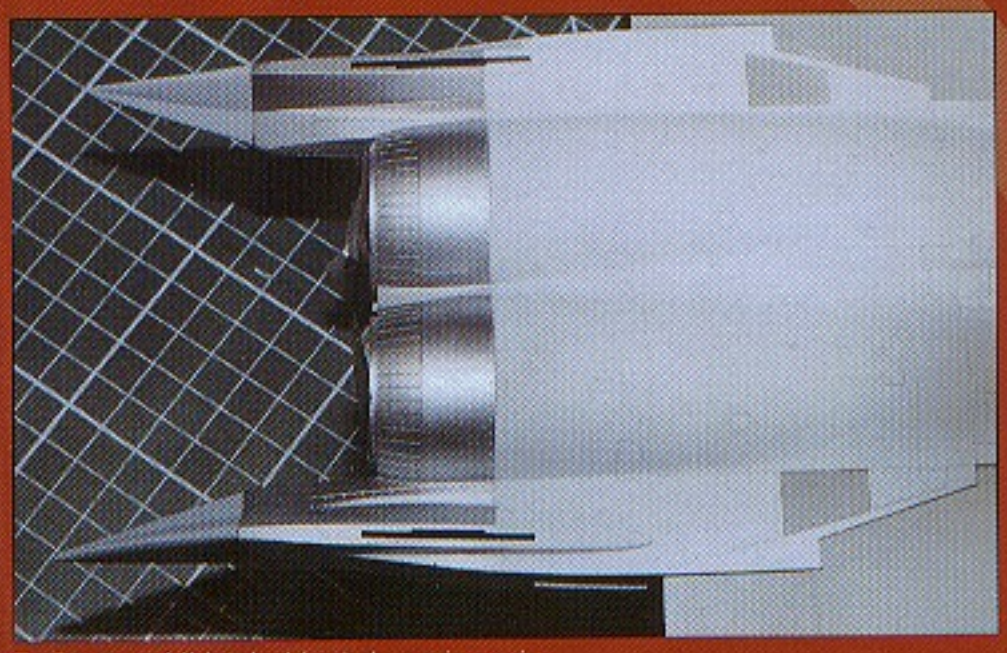
Typewriter correction fluid was used to fill the small sink marks on the parts that make up the air intakes

Small pieces of plastic tube were added to the gun

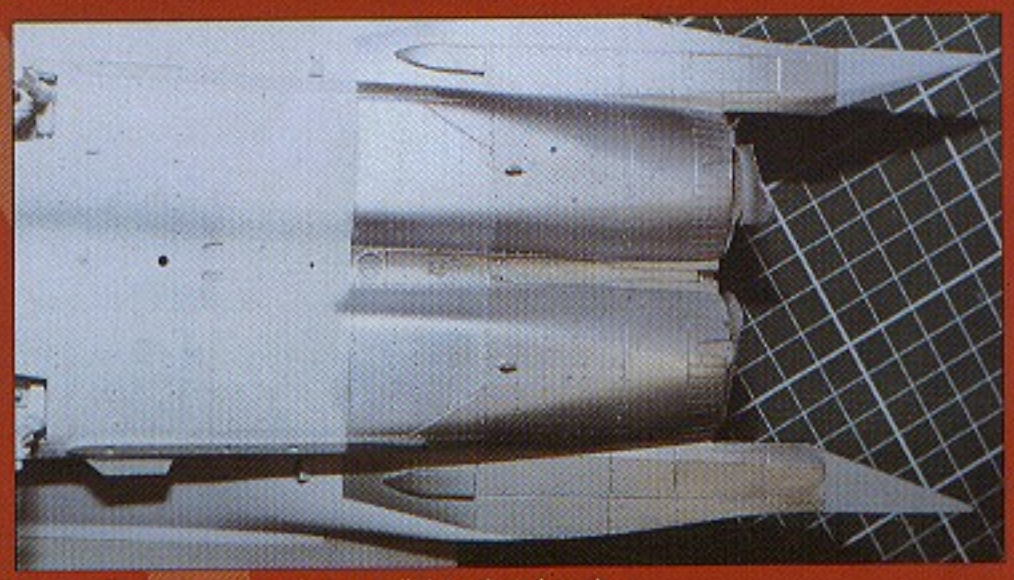
When painted these improved the look by giving the illusion of depth to the gun barrels

A large amount of filler that was needed on the rear join

Consult your references before masking off the metallic areas. The rear of the kit has been sprayed in white primer to act as a base coat and to check if any further work is needed on the rear fuselage join



The first spray of Alclad aluminium looks very impressive



A coat of Tamiya, Smoke acrylic was applied to selected panels

The light burnt metal areas were given a light over-spray of clear blue before attaching them to the rear fuselage

The gloss black painted parts were given a light coat of dark aluminium

in pva glue and painted white to help disguise them.

I now fitted the plastic retraction jacks and other details to the undercarriage legs before giving all the undercarriage legs and bays a wash of acrylic black inks to help lift out the moulded details. The main undercarriage doors were now fitted in a raised position as they are only open on the ground during servicing.

The Side Bit

The wings are made up from two large pieces of plastic to which you add the separate flaps; this enables you to show them in a realistic dropped position. Once assembled you attach the wing to the fuselage with two screws but it is advisable to strengthen the joint with two-part epoxy or superglue as the wings take a lot of the weight as you handle the model.

The fuselage to wing join is quite good with only a small amount of pva needed on the underside, however there is a small ridge at the rear of the top wing which is a bit too pronounced. You can either use filler to smooth it in and lose surface detail or leave it alone; I decided I would rather keep the surface detail but the choice is yours.

The Back Bit

This is the part I was not looking forward to; when I built the Strike Eagle (See Volume 5 Issue 8) I did not own an airbrush so I used my tried and tested methods to produce a metal finish. Now being the proud owner of an Aztec it was time to try something new, not an idea recommended for the faint hearted when we are talking about experimenting on a £100 kit. I had seen a demonstration of Alclad II at one of my model club's meetings, so with newly purchased bottles to hand I started work.

The first step is to prime your model, as Alclad is cellulose based and would eat into the raw plastic; a quick spray with Halford's primer and I was ready to airbrush. The colours used were aluminium for the main fuselage panels with selected panels over sprayed with Tamiya Smoke. The circular rings (parts E5 and E13) were sprayed with light burnt metal but, as on the real aircraft, these parts have a peculiar bluish tinge. I airbrushed on several light coats of Tamiya Clear Blue till I was happy with the effect. The Alclad went on beautifully and was very easy to use following the instructions supplied. Once dry I found no problems with the lacquer lifting while other panels were masked and it did not suffer with my repeated handling. I now assembled the jet engines' petals. These are made up of 35 pieces per engine and once assembled really look the business; a spray of white primer acts as a base coat for the weathering on the inside of the jet exhaust. If you consult your references you will find a lot of variations in this area, some look plain white, some white with black staining and other that are black, blue, white and beige. It is even possible to have one new engine and one that is heavily weathered on the same aircraft. I went for just a light spray of well-thinned black acrylic on mine starting heavier at the back of the petal and then thinning it out as I sprayed further forward.

On the outside of the petals I wanted a dark gunmetal finish but this is not made in the Alclad range so I used a tip shown to me at the demonstration. First spray on to the primer a coat of gloss black and then mist on a couple of light coats of darkened aluminium, you will then have a dark gunmetal colour, to which I added my own refinement of a couple of sprayed coats of black acrylic wash to lift out the moulded detail.

Once finished I cleaned up all the airbrush jars and the airbrush itself with cellulose thinners. Make sure you are thorough; if you don't you will have silver bits on your next model.

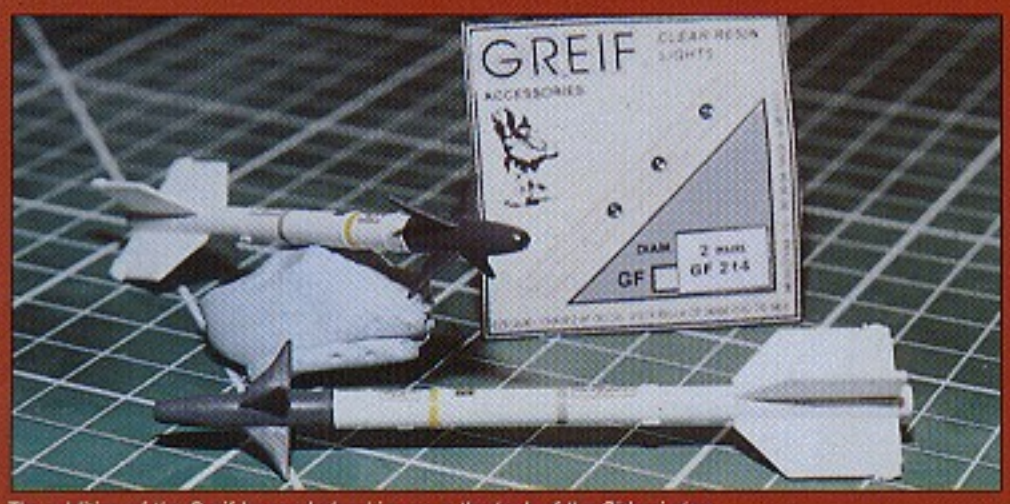
The Painting Bit

After the last section this part was downhill, two jars of AeroMaster Light Ghost Grey were thinned approximately 60/40 with Isopropyl Alcohol. I now masked off all the metal areas with Tamiya tape and the cockpit, intakes and undercarriage bays were filled with wet tissue paper; finally the exposed undercarriage legs were wrapped in kitchen foil.

Two coats were applied over the whole model before I was ready to spray on the Dark Ghost Grey camouflage pattern. This I applied freehand using photos and Tamiya's instructions as a guide. The whole model was now sprayed with gloss varnish before removing all the masks, revealing a few areas that needed touching up before I started to apply the decals.

The Decaling Bit

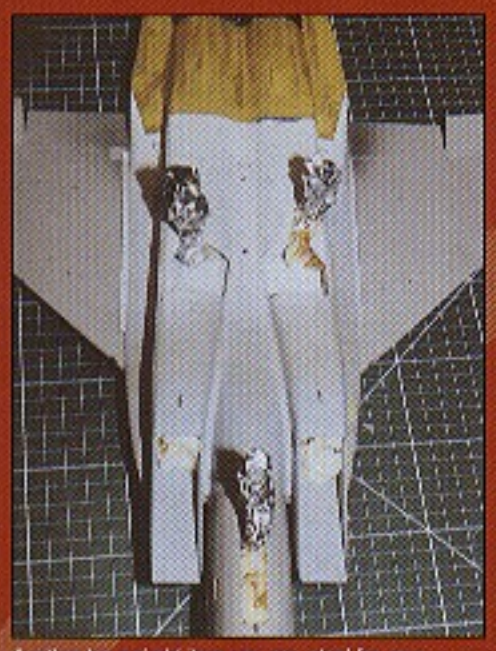
First a warning DO NOT USE SETTING SOLUTIONS. I found this out to my cost; as is usual I tested Micro Sol and set on an unused part of the decal sheet no problems. When I used the set on the tail markings they wrinkled up but never straightened out. Luckily I knew a friend was also building this kit and he was building a different scheme so I had a second chance.



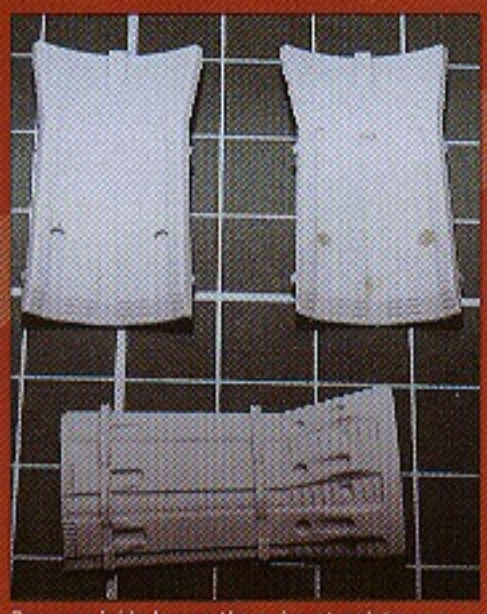
The addition of the Greif lenses helped improve the look of the Sidewinders

The Sidewinders attached to their pylons

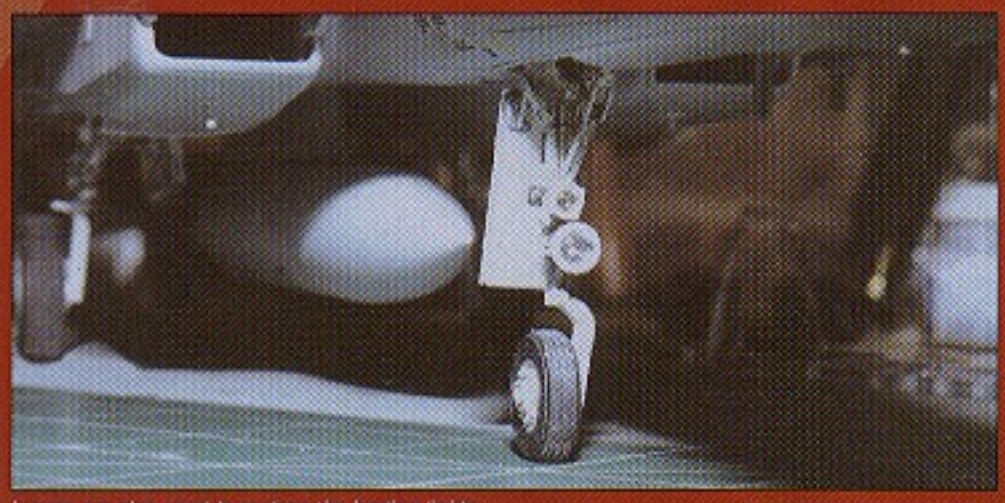
Maybe I should work for Kwik-fit, the last screws are used to attach the wheels



Another household item you can steal for your modelling workshop, paper towels and kitchen foil used to mask the air intakes and undercarriage area



Deeper sinkholes on the exhaust petals were filled with Milliput, the level of moulded detail on the outside made this small inconvenience worth it



Lenses are also used to replace the landing lights

I used Reheat mirrors on the canopy arch

The kit provides decals for every Eagle in Japanese service: you get complete information on one aircraft from Nos 201,202, 204, 303 & 305 Fighter Squadrons plus badges only for Nos 303,304 & 306 Squadrons and the trial experiment team, and there is also a full set of serial numbers to enable you to make any aircraft you may have references for. There is a lot of stencilling on an Eagle, over 500 items plus the squadron markings, and this took me nearly 10 hours to apply over the course of a week.

The decals themselves are nicely printed but were a bit thick and it is important to have a good gloss finish, as without using setting solutions I think you would get a lot of silvering.

The only decals that I used from another source were to replace the awful bright yellow slime lights that you always get with Japanese kits. Luckily my local hobby shop still had stock of the Detail and Scale formation light panel set in the correct pale slime yellow/green colour.

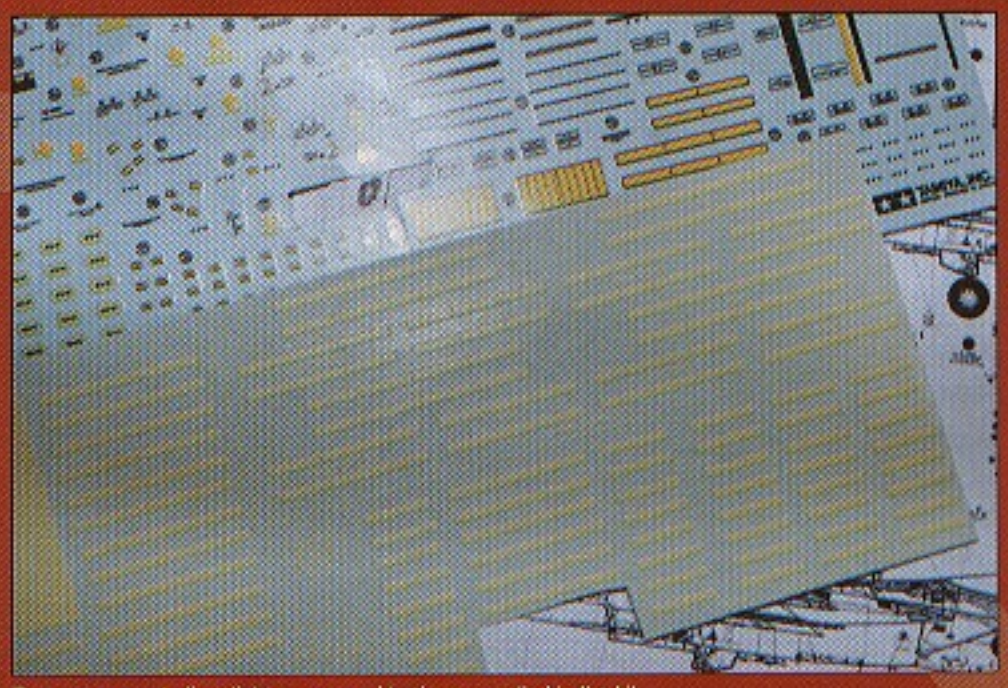
Unfortunately I don't think you will get any aftermarket sets for this kit and it is the one major area that Tamiya should look at, as on a kit of this price I would expect decals that are the equivalent of AeroMaster or Superscale.

Almost finished

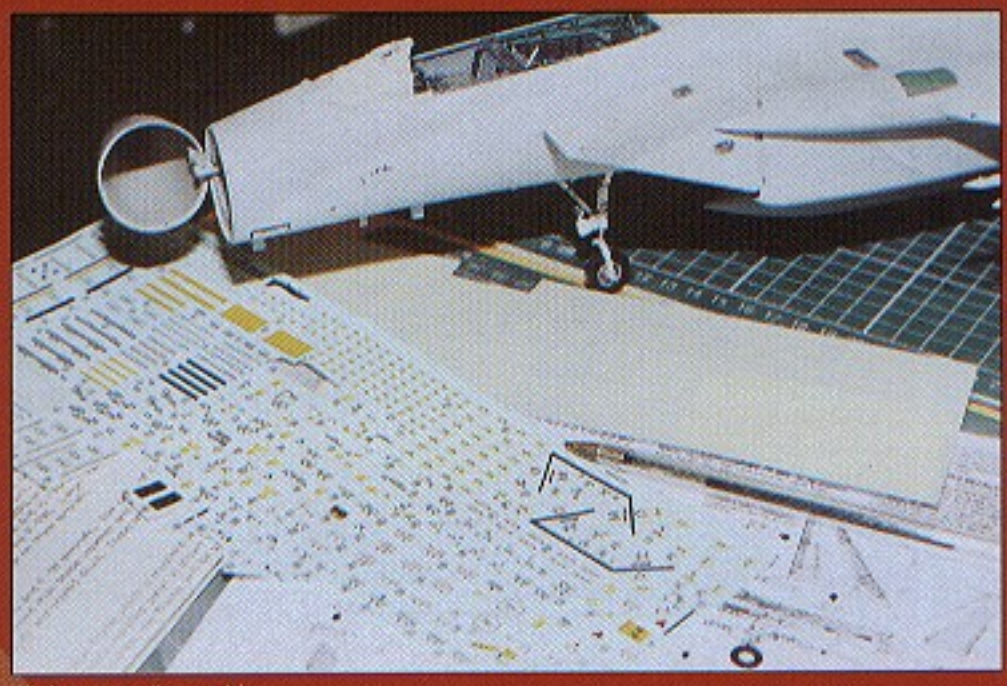
The model was now given an overall spray of matt varnish and a small amount of weathering before adding the armament. The kit supplies a full weapons load of four Sparrows and four Sidewinders plus the centreline fuel tank. The Sparrows and tank were assembled following the kit instructions but I wanted the Sidewinders to look a bit different so I stole an idea from one of my armour modelling collegues. The missiles were assembled and painted as Tamiya instruct but then the nose was removed with a razor saw. I then obtained some Grief ophthalmic lenses which armour modellers use on their tanks and figures to represent that purple black lens colour you get on binocular and camera lenses; these look like the sensor heads found on the Sidewinder missile.

I was so pleased with the effect that I used silver 5mm and 3 mm Grief lenses to replace the landing lights. These additions are one of the first things that are commented on by other modellers.

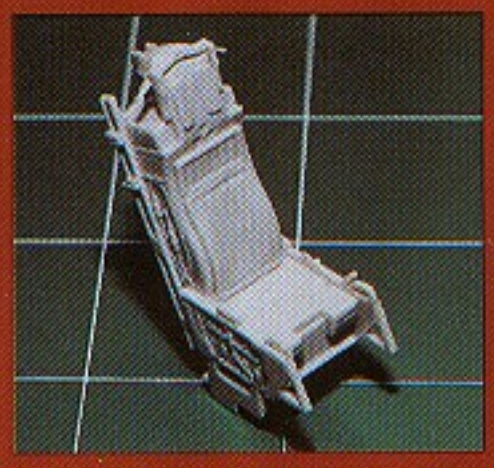
Now attention turned to the canopy and just as on the Strike Eagle there is a large seam line across the centre, so yet again at the next club night Gordon our micromesh expert spent 15 minutes using various grades of these abrasive cloths to produce a perfect shiny canopy. The edges of the canopy were now painted in a mix of metallic red and brick red to represent the canopy seal. The canopy was attached to the pre-painted frame and as a finishing touch I added mirrors



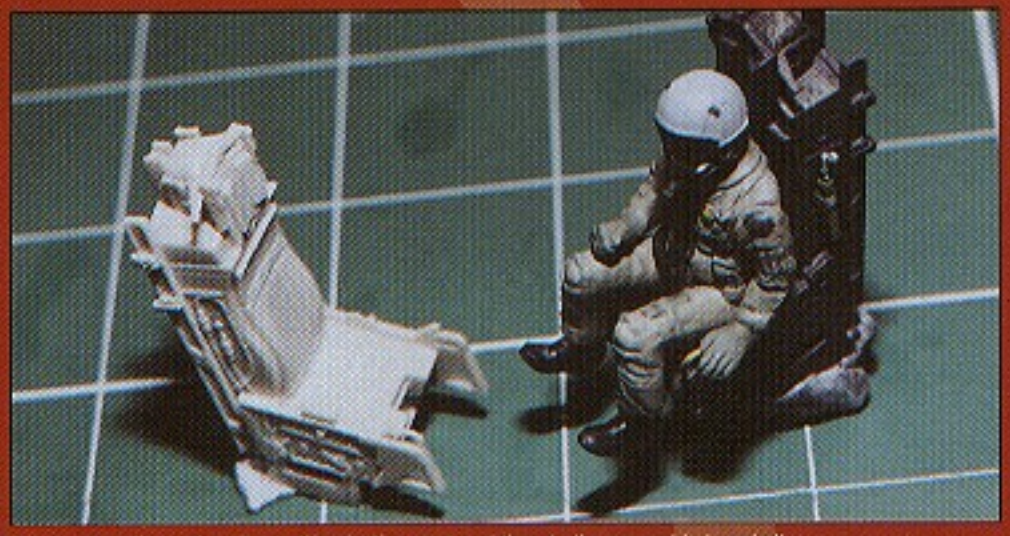
The replacement slime lights compared to those supplied in the kit



All those stencils, aargh!



The basic seat as supplied is not bad straight from the box



Now try test fitting the pilot to the ejection seat and then to the assembled cockpit

The pilot, how often do you throw him away?

and canopy latches from the Reheat etched brass range.

The HUD (Head-up Display) is assembled from four pieces and looked very convincing once I had tinted the glass with clear green acrylic paint. It is then attached to the instrument cowling.

When I started this model I wanted it to be different from my Strike Eagle with its r.b.f flags and ladder so I decided to model this eagle as if it was just about to taxi out on a mission. This meant fixing the intakes in the lowered engine running position and having a pilot in the cockpit. Now I have never before painted a figure and I did not want to spoil the kit, so I will hand you over to one of my club's best figure modellers for an introduction to the black art of figure painting.

The Pilot
by George Cootes

Having watched Tamiya improve the standard of their 1/35th scale military figures since the early 70s, I thought great, a new expensive 1/32nd scale kit, the pilot must be really something.

What a disappointment! OK at first the two figures in the kit look good (I thought the kit was a single seater) but both the moulding on the bodies and the detailing were not as crisp or well defined as I would expect and needed a lot of work before you can start to paint.

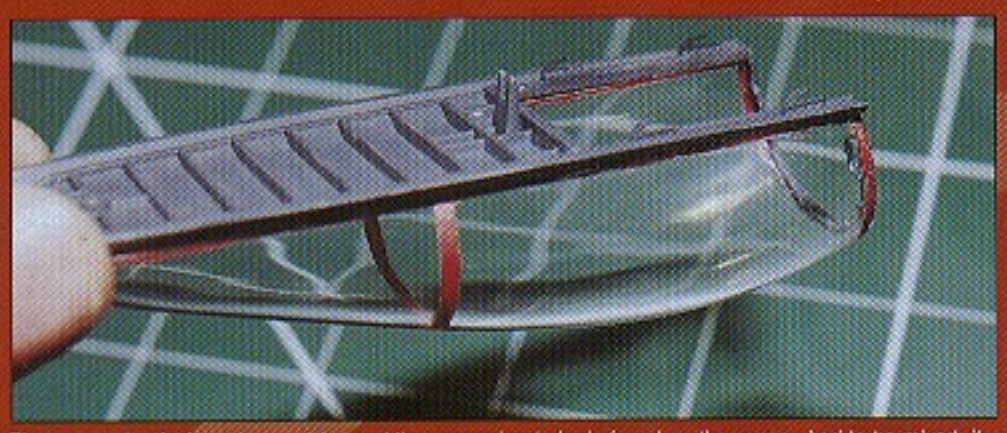
First of all they have a heavy mould line up the side of the bodies, which cuts across straps and pockets and then disappears up between their legs.

After removing and sanding smooth this join I now had to restore the details using the point of a scalpel blade; at the same time I defined the edges of all the straps and buckles and areas such as the collar of the flight jacket.

This improves the figure greatly and will make painting the details a lot easier. The arms are separate and as you have a choice of positions I would leave these and the head off till later. There are two helmets supplied in the kit one of which is the current lightweight HGU 55 type; both are moulded with the visor down so you don't have to worry about face painting. The only skin visible is a small bit around the neck.

After applying an overall primer coat I mixed Revell 45 (Light Olive) with approximately 20% white and this mixture was painted over the body and arms, next the straps and the palms of the gloves were painted light grey. The back of the gloves and some of the pockets were given a coat of darker Olive Green and then left to dry. I now

The excellent visibility the pilot has in the Eagle is well demonstrated once the pilot is in the cockpit; also note the nice head-up display unit provided in the kit



The canopy hooks have been added and the unusual red shade found on the canopy had to be mixed; it took me four goes to get a colour that looked right!

The ugly seam line is just visible on the lower canopy and will spoil the model unless you attend to it

The difference between the exhausts on my two Eagles. The Strike Eagle was completely hand-painted, while the Japanese one was painted with an airbrush

Space problem, what space problem?

started on the helmet. This was painted RAF Ocean Grey with a touch of white to match my references. The face mask and oxygen tube were painted Medium Olive Green with straps picked out in light grey. The visor was painted black and then given a coat of Johnson Klear to give a very shiny finish.

I now returned to the body and arms and checked to make sure that they were completely dry before starting the next stage; I thinned some dark olive green to make a wash which I applied with a small pointed brush to the creases in the flight suit and between the fingers and around the knees, I also applied the wash to the edges of the straps and around the edge of the jacket collar.

I now painted some of the details such as the boots in semi-gloss black and the pilot's scarf in light green before dry brushing the tops of the folds and the edges of pockets, arms and fingers to highlight them with a much lightened shade of the original uniform colour.

The buckles were now picked out in silver and the pilot's name patch was a small piece of yellow decal with a touch of black added. The Velcro areas for unit patches were added at the top of the arms in Dark Green.

The helmet was now attached to the body at an angle to add some movement to the figure but the arms were left off to help David fit the figure into the cockpit.

Perhaps Tamiya think that 95% of all modellers bin their crew figures so do not bother too much with these parts. But with a little attention to detail they can be made to look good and can help bring your model to life, and they are fun to paint.

The End Bit

Thanks George, all that was left to do now was to paint the Aces II ejection seat. This is a lovely piece of moulding that benefits from careful painting in shades of black and grey. The ejection handles were picked out in yellow before the Apple Green oxygen bottle was added. I added some Reheat placards and dry brushed some of the details in aluminium, before gluing the pilot's body to the seat. To get the seat into the cockpit is a tight squeeze and I had to remove some of the ejector seat's locating pin to get it to fit, and I also had to remove the control stick and then return it once the seat was in. The arms were now attached to the pilot and placed so one hand is on the throttle and the other on the stick. And that's it.

Conclusion

The amount of filler was a disappointment and I do keep wishing I could have done a better job with the decals but if you can afford this kit I am sure you can cope with these small problems. It is a lot of money for a kit but I have spent 200 hours on mine and that works out at 50p an hour; there's not much you can do nowadays for 50p. The amount of detail that you can do on these big kits is enormous and I hope to build more, the only problem is I need to start saving for the extension to house them.

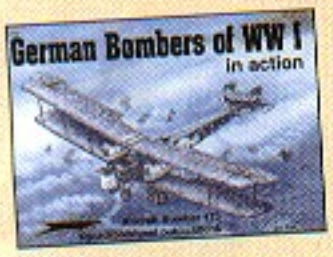
My thanks to Richard Kohnstam Ltd for the review sample.

David Francis

Address

Gref lenses are available in the U.K from PDI supplies 25 Trebcrough, North Furzton, MK41 1LA http://www.PDI-Mode-Supplies.Co.UK

News



Squadron-Signal
The most recent title in the 'In Action' series is 'German Bombers of WWI' by Peter Cooksley. This title is in the usual format, with 50 pages, of which just the centre spread is in colour. The UK price for this title is £7.99 and the series is distributed by Pocketbond Ltd.

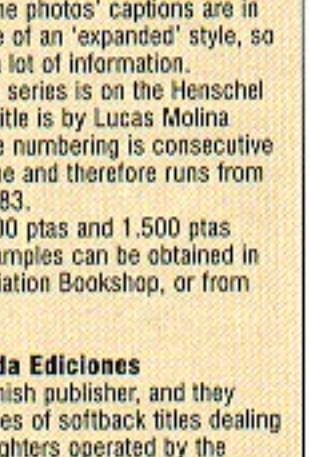
Alcañiz Fresno's s.a.

This Spanish publisher has produced the first two titles in an excellent series of monographs. The first is on the Heinkel He 60 and it is written by Lucas Molina Franco. The 38 page, 28cmx24cm title has a laminated card cover. Inside are period photos and a mass of colour side profiles. Only the photos' captions are in English, but they are of an 'expanded' style, so they do offer quite a lot of information.
The other title in the series is on the Henschel Hs 123. Again this title is by Lucas Molina Franco, but the page numbering is consecutive with the previous one and therefore runs from page 41 through to 83.
These titles are 1.300 ptas and 1.500 ptas respectively and examples can be obtained in the UK from The Aviation Bookshop, or from l'AeroTeca in Spain.

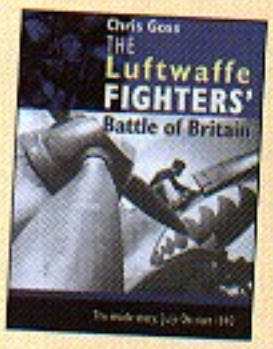
Reserva Anticipada Ediciones
This is another Spanish publisher, and they have released a series of softback titles dealing with modern fighters operated by the Spanish Air Force.

The first is on the Lockheed F-104 Starfighter and it is in a landscape A4 format with 48 pages. Coverage seems to be a 50/50 split of period B&W and colour photos along with the occasional colour profile. Unfortunately none of the text or photo captions in English, but the detailed photos etc are well worth considering.
Once again this title can be obtained from The Aviation Bookshop or from l'AeroTeca (2.3000 ptas).

Ian Allen



New in this publishers 'ABC' series is a little pocket book on the Boeing 747-400. Written by Philip Birtles, this 96 page, 18cmx12cm title has a laminated card cover. Full history of the type's development and service is illustrated by a good selection of both B&W and colour photos. The appendices list specifications and a full production list. The UK price for this title is £8.99 and it can be obtained via Midland Counties Publications.



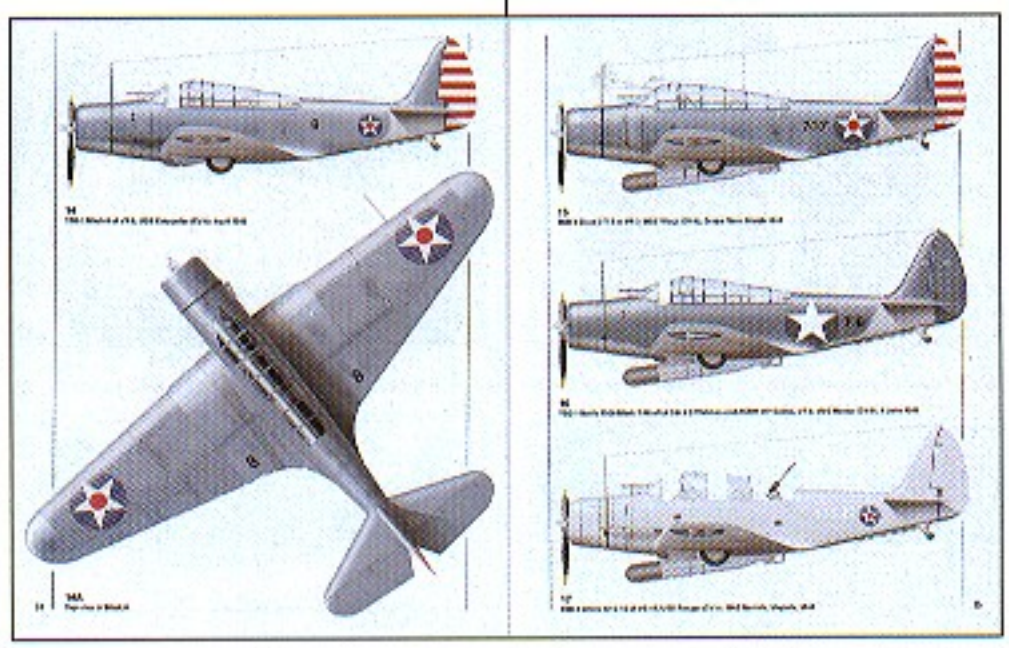
Crécy
Two new hardback titles in a series entitled 'The Inside Story: July-October 1940' have just been released by Crécy. The first deals with the Luftwaffe Fighters' in the Battle of Britain and it is written by

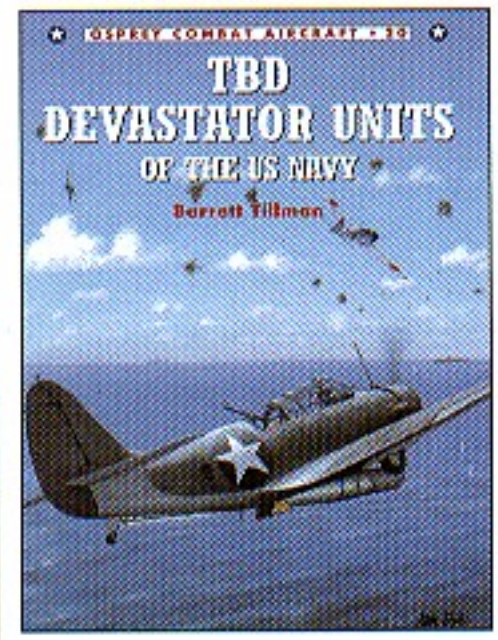
TBD Devastator Units of the US Navy

by Barrett Tillman

Price: £11.99 ($17.95)
Series: Combat Aircraft No. 19
ISBN: 1-84176-025-0
Publisher: Osprey Publishing
Format: 185mmx245mm, 96 page, laminated card cover

The author of this title is well known for numerous previous titles that he has written on USAAF and USN aircraft of WWII. The format of this title is standard for the series and the main chapters deal with the introduction of the type into service (and in so doing, becoming the first monoplane dive bomber in USN service), the arrival of the type on board USN aircraft carriers, its use in WWII and then its final operations in frontline service; Coral Sea and Midway. The final two chapters assess the TBD design, as well as dealing with the only existing example (BuNo. 0353 that is in the sea off the Florida coast) and a section dealing with squadrons and markings of the TBD units. Eleven pages of colour side views plus three pages of original colour photos make up the only colour sections of this title.





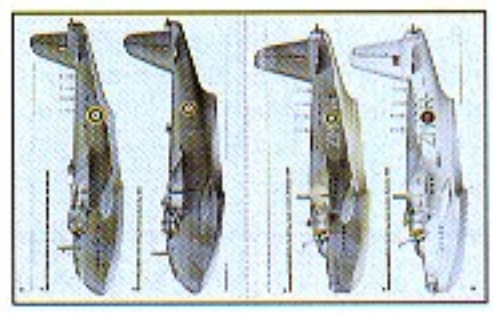
Once again a title well worth considering. For those of you interested in USN aircraft and operations this is one title you really should have in your library.

Our thanks to Osprey Publishing for the review sample.

Sunderland Squadrons of World War 2

by Jon Lake

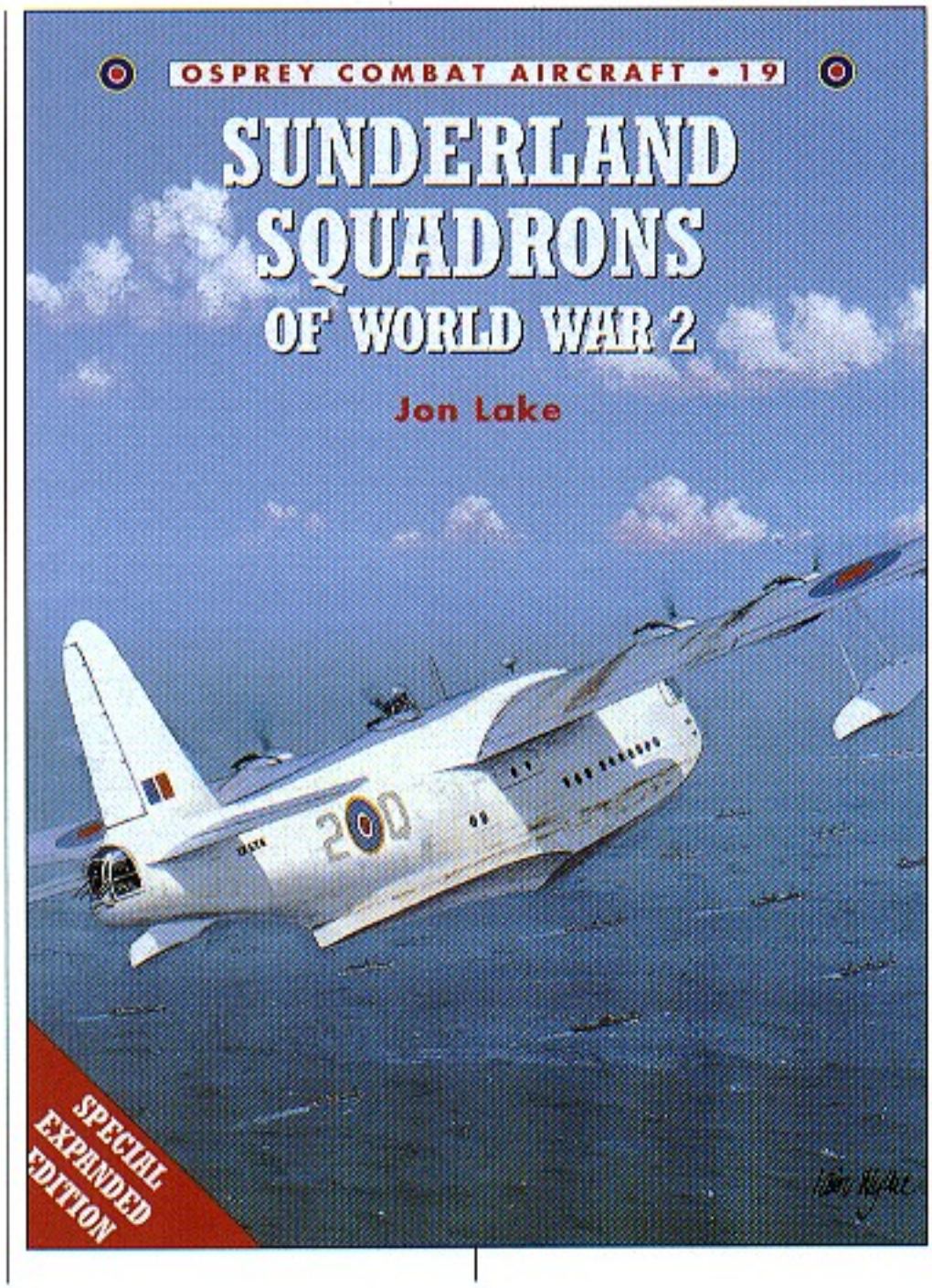
Price: £12.99 ($19.95)
Series: Combat Aircraft No. 19
ISBN: 1-84176-024-2
Publisher: Osprey Publishing
Format: 185mmx245mm, 112 page, laminated card cover



This is the latest addition to the 'Combat Aircraft' series and it is in the same style and format as all the previous titles in the series. The main chapters deal with the Sunderland in the pre-war period, followed with the type's use in wartime and its success in the anti-submarine role. Operational theatres such as the Mediterranean and North Africa are also covered in separate chapters, as well as a section dealing with the type's use elsewhere during the war. Peacetime service coverage follows, as well as coverage of the type's use as a transport and airliner. The 'expanded' nature of this title is due to the 20 pages of colour side views included in it, that raise the overall page count.

This is certainly another good title in the series, and one I am sure many will wish to add to their reference library.

Our thanks to Osprey Publishing for the review sample.

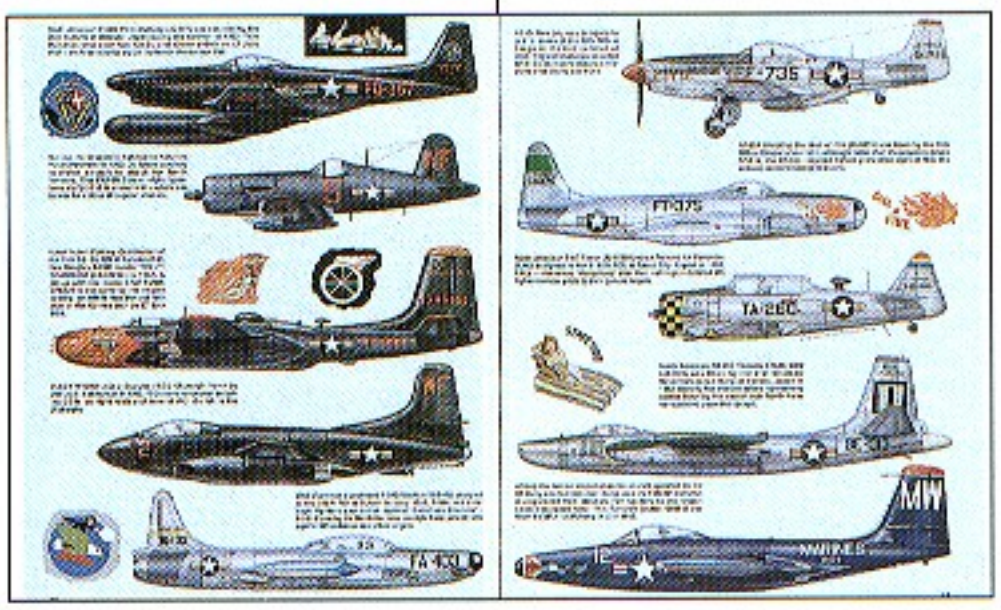


Air War over Korea

by Jim Mesko

Price: £10.95.
Series: In Detail & Scale Vol. 66
ISBN: 0-89747-415-5
Publisher: Squadron-Signal Publications
Format: 215mmx280mm, 64 page, laminated card cover

This title offers a wealth of period B&W photos coupled with a concise narrative about the air war during the Korean War. The main narrative deals with each year of the conflict and is further broken down into details of each sides operations during this period. There are also a number of colour pages offering a wide selection of colour side profiles of aircraft from both sides during this conflict.



This is an excellent new title from Squadron-Signal and one that I am sure will be of interest to a great many of you.

Our thanks to Squadron-Signal Publications for the review sample.

Eagles Illustrated -Fighters of World War II

by Tomas A. Tullis

Price: £TBA
ISBN: 0-9660706-4-X
Publisher: Eagle Editions
Format: 280mmx215mm, 40 page, laminated card cover

This manufacturer is better known for their excellent decals and artwork, but they have just released a book featuring the stunning artwork of Tomas A. Tullis. Alternate pages feature two colour side profiles of various WWII aircraft types, opposite which are detailed captions and detailed colour notes. The latter item includes the correct terms (e.g. 'Sky') or reference (e.g. RLM 74), so this is an excellent information source for the modeller.

This is a beautiful collection of some stunning artwork and one that I am sure will appeal to many of you.

Our thanks to Eagle Editions for the review sample.

PBY Catalina

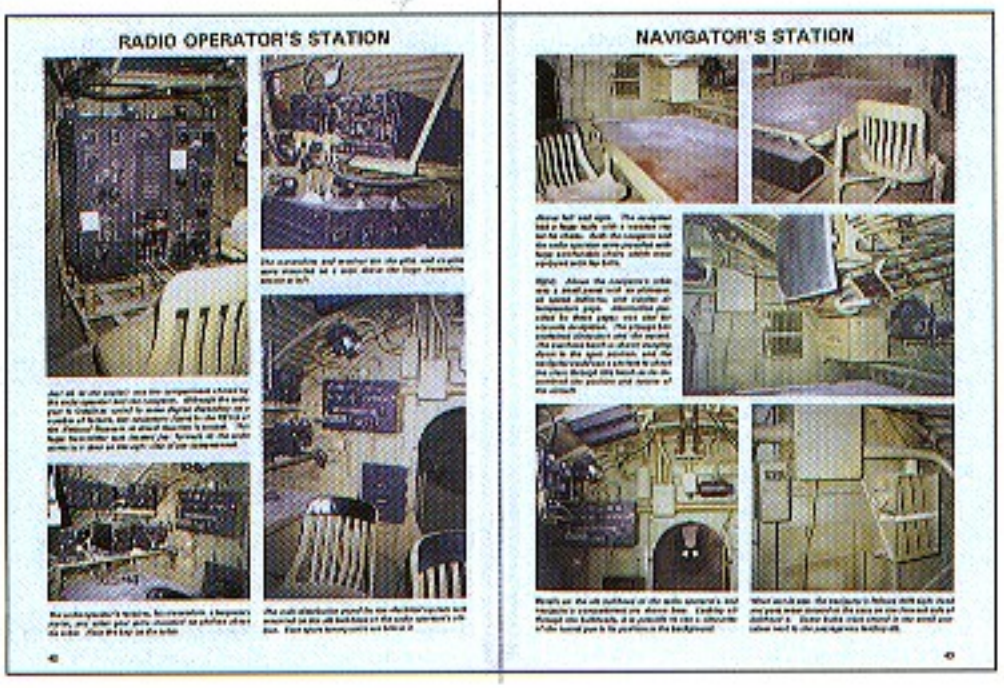
by Bert Kinzey

Price: £12.95
Series: In Detail & Scale Vol. 66
ISBN: 1-888974-19-2
Publisher: Squadron-Signal Publications
Format: 215mmx280mm, 80 page, laminated card cover

This latest addition to the 'Detail and Scale' series is in a similar format to all other titles in the series. The narrative starts with a look at the XPY-1, P2Y that proceeded the Catalina. It then looks at the XP3Y-1 and XPBY-1 prototypes. The rest of the title deals with the PBY-1, PBY-2, PBY-3, PBY-4, PBY-5, PBY-5A, PBY-5B, PB2B-2, PBN-1, PBY-6A, OA-10 and finally foreign types like the Catalina I, IA, IB, II, IIA, IIIA, IVA, IVB, V and VI as well as the Canso A. The final section is a modellers, summary, listing all Catalina kits in all the main scales. Each chapter is backed up with a mass of detail and overall B&W photos, but there is a centre section that offers sixteen pages. Of these two pages offer colour side views, while the rest are period photos and detailed shots in and around preserved examples.

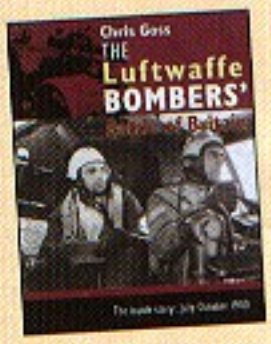
Another excellent title from Squadron-Signal, and one I am sure all Catalina fans will want to add to their collection.

Our thanks to Squadron-Signal Publications.



News

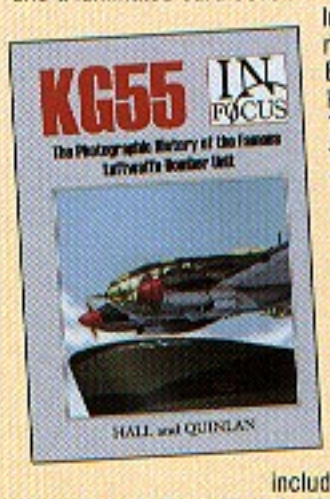
Chris Goss. The 25.5cmx19.5cm hardback title has 208 pages and is fully illustrated with period B&W photos. The other title of course deals with the Luftwaffe Bombers in the same period. Each of these books is £19.95 in the UK.



Instituto Bibliografico Napoleone sas
The latest title from IBN is the second part of their coverage of the Macchi MC.202 Folgore. This 28cmx20cm title has 64 pages and a laminated card cover. Inside are a mass of period B&W and colour photos coupled with text in both Italian and English. A good selection of colour side profiles is also included, along with a good section on modelling the type. UK buyers can obtain examples from Midland Counties Publications, while in the USA the series is stocked by Pacific Coast Models Inc.

Armada
The latest addition to this series from Russia is on the Sukhoi Su-17. It comes in the usual landscape A4 format with a laminated card cover and 56 pages of contents. Inside is a wealth of B&W photos coupled with scale plans (both 1/72nd and 1/48th) and a number of good colour side profiles. English text is limited to the photo captions, but the sheer volume of technical information in the photos makes this one well worth considering. UK modellers should be able to find this series via The Aviation Bookshop.

Red Kite
A new name to us, this publisher has just released a title on KG55 in their 'In Focus' series. This 30cmx21cm title offers 96 pages and a laminated card cover.



Inside is a large number of period B&W photos of KG55 in action. There is no main text really, as the whole thing is held together by the large photos and their extensive captions. That said, there are occasions where a little additional narrative is included and the appendices at the end of the title detail each loss suffered by the squadron.
The UK price for this title is £17.95 and examples can be obtained from Midland Counties Publications, who are also this publisher's trade distributor.

Clubs & Societies

Model Clubs and Societies!
If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

- **IPMS (UK) WEB** site at http://www.users.globalnet.co.uk/~ipmsuk. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk
- **AAM/IPMS PORTUGAL.** Please contact Antonio Neves Santos - R. Prof. Camilo Oliveira, 86A - 4420 GONDOMAR or Tel: 02 4540525.
- **THE ABERDEEN MODELLERS SOCIETY.** Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690695.
- **ABINGDON IPMS.** For information contact Tony Clements on 01235 522893.
- **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **IPMS Avon.** Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).
- **AVRO LANCASHIRE IPMS.** Contact Ian. D. Southwood on 01706 224 798 from <mailto:ianD@KSouthwood.freeserve.co.uk>
- **BIRMINGHAM IPMS.** For more details call 0121 550 0515.
- **BAY MODELLERS CLUB,** Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email R-SH@extra.co.nz
- **BANBURY SCALE MODEL CLUB.** Contact Reg Gray on 01295 264875.
- **BARNET IPMS.** Contact Pete Stern (Secretary) on 020 8449 7854.
- **UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM** meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.
- **IPMS BOLTON** For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.
- **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **IPMS (CANADA) LONDON.** Contact Kerry Traynor on 1-519-453-4818.
- **CHELMSFORD MODEL CLUB.** First meeting to be held on the 31st August 2000 at the Methodist Church Hall, Hall Street, Chelmsford, Essex. For more information contact A.G. Surridge (Secretary), 50 Victoria Crescent, Chelmsford. Essex. CM1 1QF. Tel: 01245 345204 (evenings) or Email: anthony.surridge@lineone.net.
- **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND.** Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.
- **COVENTRY AND WARWICKS IPMS.** Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales mob@aol.com.
- **CORNISH SCALE MODELLER'S SOCIETY.** For more details contact Tim Rowley (Secretary), 45 Bodriggy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthbean Rd, Newquay TR7 3JE (Tel: 01637 874545).
- **DERBY CITY MODEL CLUB.** Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **IPMS DERBY & DISTRICT.** New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **IPMS-Deutschland** e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: VolkerHelms@t-online.de.
- **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB.** Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **EAST NEUK MODELLING CLUB** For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- **IPMS ESSEX/HARLOW.** For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.
- **ESSEX SCALE MODEL SOCIETY** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.
- **"FAMAS" (PRONOUNCED "FAMOUS")** Journal of the Frog & Airfix Model Aircraft Society. Contact; FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP.** Contact Mr B. Pickering 01775 710465.
- **GLASGOW IPMS.** Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.
- **GLOUCESTER IPMS.** Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.
- **GRANTHAM MODEL CLUB.** Contact John Tinkler on 01476 870816 or Craig Gardner on 01476 401483.
- **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.
- **GUERNSEY PLASTIC MODELLERS GROUP.** Contact Dave Nash, 7 Pierre Percze Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY.** Contact Roger on 020 89976051 for more details.
- **HOBBY DEPOT MODELER CLUB.** Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.
- **IPMS HORNCHURCH.** New Club Secretary; Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.
- **ISCA SCALE PLASTIC MODEL CLUB** - East Devon. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.
- **IPMS KENT.** For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.
- **IPMS KINGSTON (CANADA).** Contact Tony on 389 4878.
- **IPMS LONDON.** For more details contact W. Arrowsmith, 14 Link Way, Hornchurch, Essex. RM11 3RW. Tel: 01708 473038. Email: southernexpo@yahoo.co.uk.
- **IPMS PROVINCES OF FRANCE.** The URL for IPMS Provinces of France changed to http://www.multimania.com/ipmspcf/index.htm
- **IPMS SOUTH AFRICA.** For further details contact Colin Burgess on 011 462 3549 or Email albertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmssa.
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8897 6929.
- **IPMS SOUTHAMPTON.** For more details contact Nigel Robins on 02380 582808.
- **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **IPMS TORONTO (CANADA).** Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario. M4N 2L3, Canada.
- **IPMS UK Fleet Air Arm Special Interest Group.** For more details contact Steve Hubbard on 020 8514 3840.
- **IPMS WESSEX.** For more details contact Karen Robins on 02380 582808.
- **IPMS YU-VOJVODINA** (Yugoslavia). Contact Nenad Milosev, Bulevar Vetjka Vlahovica 58/10. 23000 Zrenjanin, Yugoslavia. Email: modelar1@ptt.yu
- **Junior Model Club,** Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. Tel: 024 76301063
- **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.
- **KAIMAI BRANCH IPMS** (NZ). Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.
- **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.
- **MARITZBURG MODELLERS CLUB,** South Africa. Contact Andy Williams 0331-951-850 or Alan Farre 0332 306446.
- **MEDWAY MODELLING CLUB,** Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).
- **MERCIA SCALE MODELLERS** (incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.
- **MILDENHALL PLASTIC MODEL CLUB.** For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB.** Contact Phil Smith on 01908 505988.
- **NORTH NORFOLK MODEL GROUP.** For more information contact PPegg on 07760 433734.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP.** For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS.** Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
- **NORTH SOMERSET MODELLERS SOCIETY.** For more information ring Fred Tocke on (01934) 416798.
- **NORTH STAFFS MODEL CLUB.** Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.
- **NORWICH SCALE MODEL GROUP.** For more information please contact John Turner on 01603 890595.
- **NOTTINGHAM AND DISTRICT IPMS.** Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
- **GREATER PETERBOROUGH MODEL CLUB.** For details ring Jim Sylvester on 01733 571728.
- **THE PENSNETT MODEL MAKERS SOCIETY.** For more details contact John Boucker on 01384 834437.
- **PLYMOUTH SCALE MODEL ASSOCIATION.** Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V.,** Germany. For more information contact Michael Winkler, Martener Str.6, D-50321 Bruehl, Germany or Email: mc-windam@netcologne.de
- **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.
- **POOLE VIKINGS MODEL CLUB** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.
- **ROBERTSBRIDGE AVIATION SOCIETY MODEL** Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520855
- **SALISBURY IPMS.** Please contact: Peter James, 'Uthlorien', 18 Ilycon Avenue, Firsdown, Salisbury, Wilts. SP5 1SH. Tel 01980 862403.
- **SHROPSHIRE SCALE MODELLERS** (IPMS Telford). Contact Gary Stevens, 8 Whitemere Road, Shrewsbury. SY1 3BT.
- **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031 to 01702 467230
- **SOUTH LONDON SCALE MODEL CLUB.** For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.
- **ST. EDMUNDSBURY SCALE MODELLERS.** Contact Rod Jones (Secretary) on 01284 - 766104.
- **STAFFORD IPMS MODEL CLUB.** For information contact; Terry Campion, 3 Leacharns Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.
- **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood. 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.
- **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
- **SUSSEX MODEL GROUP.** For information please contact 01403 782638.
- **SUTTON COLDFIELD MODEL MAKERS' SOCIETY** For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DD. Tel: 01676 540469.
- **TAYSIDE MODELLING SOCIETY.** Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629655 (Sorry no under 16's).
- **THURROCK SCALE MODEL CLUB.** For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.
- **WALLINGFORD (IPMS).** For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
- **WALLINGTON (IPMS).** Contact Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
- **WARRINGTON (IPMS).** For details contact Dave Foxall on 01925 825619.
- **WATFORD SCALE MODEL CLUB.** For more information call Nigel Foster on 01582 667210.
- **WEST MIDDLESEX IPMS.** Contact Les Clancy on 01784 465191 or Tony Horton on 020 8384 3840 for details.
- **YORK & DISTRICT PLASTIC MODELS SOCIETY.** Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

- **The IPMS Racing & Record Aircraft SIG.** For more information about the SIG and our quarterly newsletter ("Bent Throttles") contact Anders Brunn, Bradsjupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.
- **WORLD WAR ONE** SIG has a new website at http://www.users.globalnet.co.uk/~ipmsuk/wingswirsig.htm
- **WINGS 'N' WIRES.** IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morvan Lea, Blaydon, Tyne & Wear. NE21 4EY.
- **SIGPMA A NEW** SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email:ruidom@mail.telepac.pt
- **YU AVIATION SIG.** Please note that this group's Email address has changed from modelar1@ptt.yu to yasig@eunet.yu. The group also has a new postal address; Nenad Milosev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.
- **YUGOSLAV AVIATION SIG** discussion board at http://disc.server.com/58276.html
- **HELICOPTER MODELLERS** - Interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

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Events

Events
Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **October 29th.** Leicester Model Show, Aylestone Leisure Centre, Leicester. For more information contact Vic Jansons Tel: 0116 210 7640 (Leics).
- **November 4th.** Heathrow Aircraft Enthusiasts' Fair, Feltham Community College, Browell Lane, Feltham, Middlesex. Contact Keith Manning, Tel: 01372 725063 (evenings only).
- **November 19th.** Modellers Club Sabena Open Contest 2000 at the Royal Atheneum Zaventem, Hoogstraat 50, 1930 Zaventem, Belgium. For more information contact sergei@waradoo.be, vanclee@worldonline.be, pascal.masschelein@chello.be or kris.deman@sabena.com.
- **November 25th.** IPMS Abingdon Model Show, Preston Road Community Centre, Abingdon. **Please note that this event has been cancelled**

2001

- **January 6th.** Croydon Airport Aeronautical Collectors Fair, Croydon Airport Terminal Building, Croydon, Surrey. Contact Acabell Aviation Tel: 01737 822212.
- **January 14th.** Bolton Model Bonanza, Ridgemont House, Horwich, Bolton. For more information contact Dave on 01204 695375 or Email ipms.bolton@talk21.com.
- **February 4th.** Milton Keynes Scale Model Club 'ModelKraft 2001' at the Bletchley Leisure Centre, Milton Keynes. For more information contact Dave Francis on 01908 612160 (Email:david.francis3@btinternet.com) or Paul Fritzmaurice on 01234 241675 (Email: paul@elkhange.prestel.co.uk).
- **February 11th.** Yorkshire 2001 - The Biggest One Day Model Show in the North of England. Huddersfield Sports Centre, Huddersfield. Further info. from Mike Robson. Tel: 01484 350612. E-mail: michael.robson@ntlworld.com.
- **February 25th.** Modelbouw Vereniging Hageland, 3rd Modelbouwdag, Parochiezaal Scherpenheuvel, Basiliekiaan 53. For more information contact Patrick Verstraeten Tel: +013 78 42 99.
- **April 1st.** The Shropshire Scale Modellers present The Shropshire Model Show, Royal Air Force Museum, Cosford. For more details contact the Royal Air Force Museum Cosford, Shifnal, Shropshire TF11 8UP. Tel: 01902 376200.

IPMS (UK) Recorded Events Information Line
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Diary

Events Diary at a glance 2000

- **October 29th.** Leicester Model Show.
- **November 4th.** Heathrow Aircraft Enthusiasts' Fair, Feltham.
- **November 19th.** Model Club Sabena, Zaventem, Belgium.
- **November 25th.** Abingdon Model Show **Cancelled**

2001

- **January 6th.** Croydon Airport Aeronautical Collectors Fair.
- **January 14th.** Bolton Model Bonanza
- **February 4th.** 'ModelKraft 2001' (Milton Keynes)
- **February 11th.** Yorkshire 2001(Huddersfield)
- **February 25th.** Modelbouw Vereniging Hageland, 3rd Modelbouwdag.
- **April 1st.** Shropshire Model Show.

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Classified

For Sale

- Windsock WWI magazines (Albatros Productions) Vols 8-14 (complete), 42 issues £125.00. Also Vols 5-6 (complete), 10 issues £40.00. All in excellent condition. Contact Andrew Swift on 01707 645604 (Herts).
- Kits for sale: Italeri 1/72nd Ju-52 Minesweeper (£10.00), Fiat BR.20/M (£10.00), Ki-67 Peggy (£12.00), ABC Modellarb 1/72nd Po-2 [CSS-13] (£3.50), Arii 1/48th Messerschmitt Bf 109G-6 (£7.00), Otaki 1/48th Messerschmitt Bf 109G-6 (£7.00) & Pegasus 1/72nd Reggiane Re.2005 (£15.00). All prices inc UK P&P. Also huge selection of periodicals, books and magazines. Send SAE for list to the Editor via the editorial address or Email SAMed@compuserve.com.
- Large quantity of 1/72nd scale Frog kits for sale. Contact Chris on 01352 762763 (North Wales).
- VEB, Esci, Contrail and other models of Russian civil and military aircraft e.g. Tu-114, Tu-144, Tu-22, MiG-25, MiG-31 etc. Total of fifty for sale as one lot. Contact V. Akimenko on 07714 754918 (Devon).
- Paragon 1/72nd scale B-17 flaps, £4.00 plus 50p P&P. Also Lone Star 1/72nd EP-3E conversion and SuperScale 72-433 (EP-3E) decals, £20 plus £1.50 P&P. Contact S. Mabbott on mabbs@btinternet.com or Tel: 01420 88941 (Hants).
- 319 (various) scale plastic aeroplane models, bagged, some partially made. Also a selection of aviation books and modelling magazines. Write for complete list to D. Houghton, 18 Woodvale terrace, Launceston, Cornwall, PL15 9BN.
- Scale model aircraft kits, mainly 1/48th and 1/72nd UK, USA and Russian. Please send SAE for list to Basil Keevil, 69 Down View, Chalford Hill, Gloucestershire. GL6 8NB. Tel: 01453 887492.
- Revell (Japan) 1/72nd scale Mitsubishi Type 97 Ki-21 'Sally'. Best offer over £50 secures. Please contact P. Purton Tel: 01977 558848 (West Yorkshire).
- Mint (cellophaned) Revell Convair RB-36H Peacemaker £25 and AMT X/YB-35 £20. Possibly some Dragon MiGs, all mint condition. Contact Nigel Warren at nigelwarren14@breathemail.net or Tel 01582 864396 or 07803 707727.
- Several 1/100th and 1/144th airliners kits for sale, such as Nitto B727, Revell B707, A310 and B767, all at fair prices. Send IRC for list to Jean-Claude De Schepper, Av. Princesse Elsabeth, 82, B-1030 Bruxelles, Belgique.
- Rationalisation forces sale of extensive collection of mainstream and limited-run 1/72nd and 1/48th scale aircraft kits (plus a few 1/35th AFVs), priced from £2.00 (+ P&P). A4 SAE for lists to J.R. Bridges, 30 Upton Close, Ipswich, Suffolk. IP4 2QQ. Tel: 01473 221811.
- Hasegawa 1/32nd scale aircraft kits, boxed, as new: F-16A (NATO Demonstration/USAF colours) [£20 + P&P] and Focke Wulf Fw 190A [£10 + P&P]. Enquiries to Simon Burnell Tel: 01787 247873 (Suffolk).

Wanted

- Aurora Cheyenne helicopter kit. Would the person who had the kit for £20 at the Salisbury Show please contact me, as I would like to buy it from you at that price. Contact A.G. Arch Tel: 023 92374064 (Hant).
- Replic magazines Nos 7, 9, 12, 21, 41, 43, 58 & 59. Contact the Editor, in writing, at the editorial address or e-mail SAMed@compuserve.com.
- PP Aeroparts 1/48th scale Fairey Firefly Mk V kit and Sea Fury detail set, plus Xtradecals sheets X24-48 and X25-48. Contact Chris on 01352 762783 (North Wales).
- 1/72nd scale C-5 Galaxy. Postage paid and any reasonable offer considered. Contact Dave Stewart Tel: 0114 2411586 (evenings only) or Email: David.Stewart3@btinternet.com.

Help

- Can anyone supply me with a copy of the Accurate Miniatures 1/48th scale TBF 1C Avenger instructions in English? All costs covered. Contact Bob Chambers on 01326 565720 (Cornwall).

Information

- Any info and photos on the 'Ultravision' B-29 modifications of the late 1940s. All information gratefully received. Contact the Editor at the editorial address or Email SAMed@compuserve.com.

Please Note...
All submissions to the Readers Classified section MUST be typed. We will no longer entertain any hand-written submissions. We regret having to insist on this, but a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

Pen Pals

- Can anyone help me in tracing Igor Stevtlov (previously of 410600 Saratov, Russia). Contact Pete Baston c/o SAM Publications, 4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford. MK41 7PZ. United Kingdom.
- Can anyone who was a member of IPMS JHQ please contact Gary Stevens, 8 Whitemere Road, Shrewsbury, Shropshire. SY1 3BT for a possible reunion display at the IPMS Nationals.
- Members of the Czech PMC would like to co-operate with clubs abroad. We're mainly interested in 1/48th and 1/72nd scale aircraft and can offer information about our activities on disc in a *pat file. Contact Libor Maly, Cernohoreskeho 741, 288 02 Nymburk, Czech Republic. Email: galler@ceb.cz.

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Czech Republic.
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Email: eduard@traveller.cz
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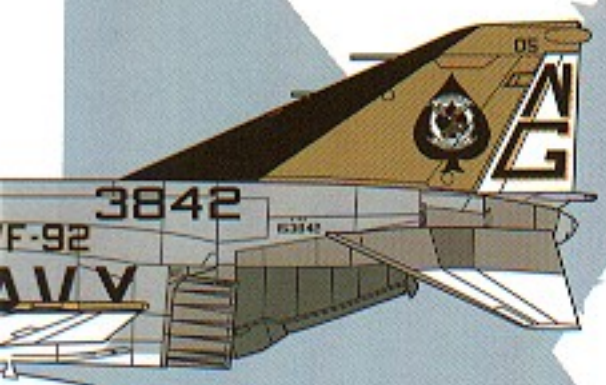

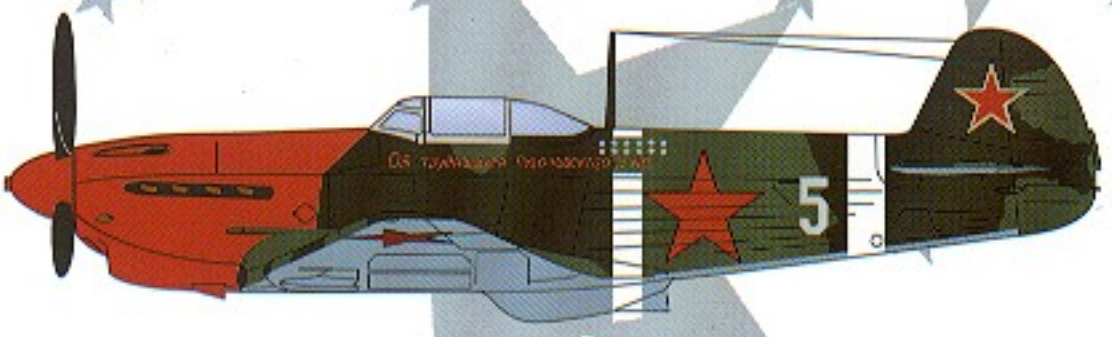

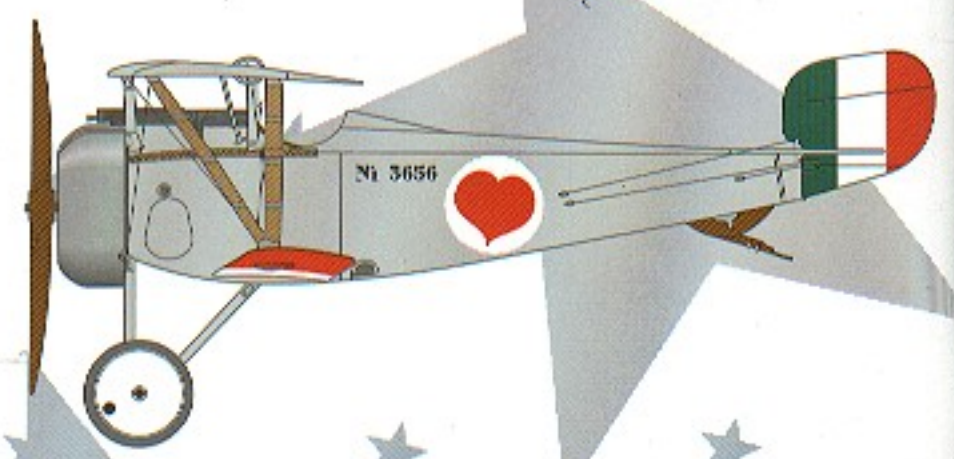

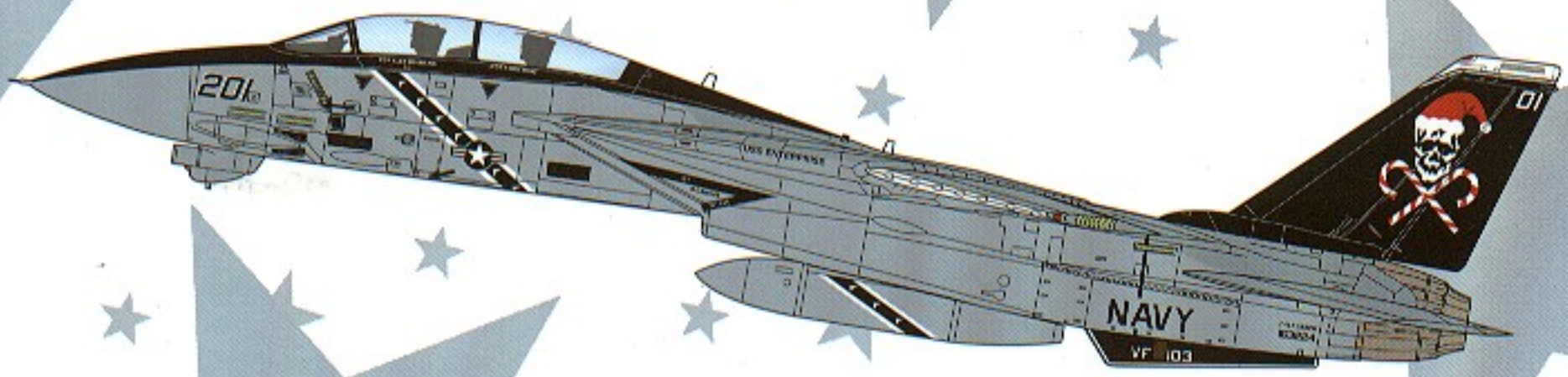

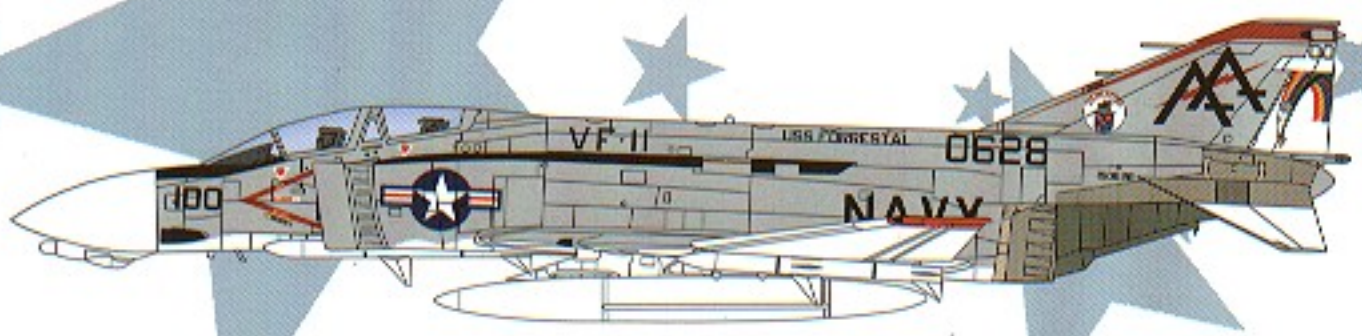

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